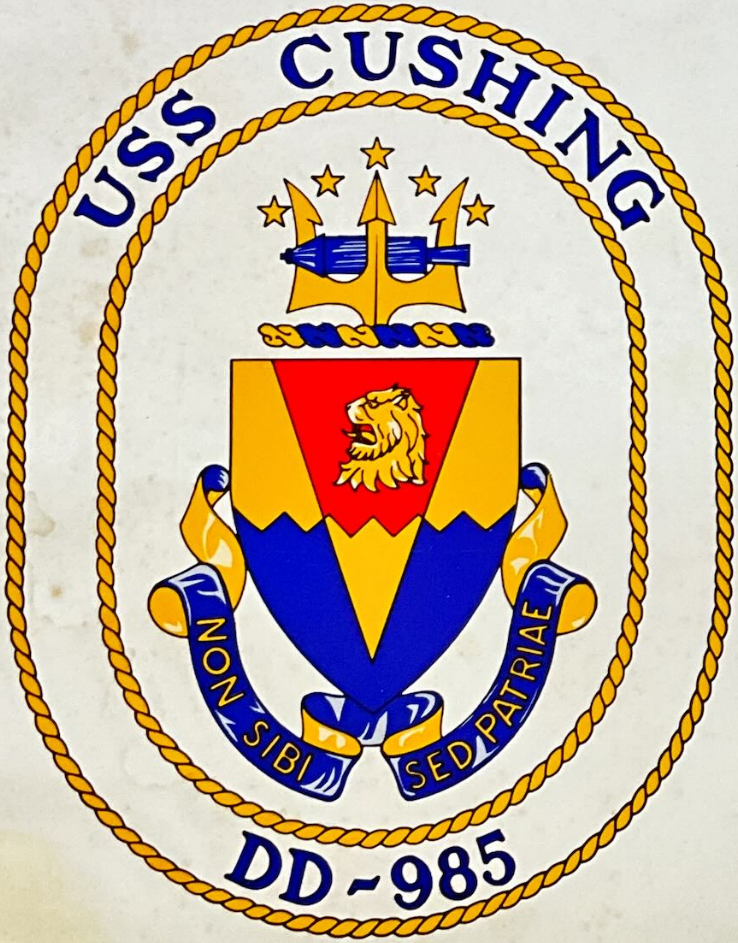

USS CUSHING
NON SIBI SED PATRIAE
DD-985

UNITED STATES SHIP

CUSHING

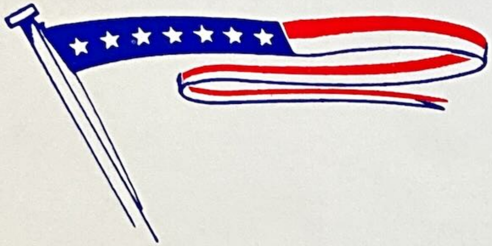
(DD-985)

COMMISSIONING CEREMONY

20 OCTOBER 1979

Acquired during a frantic watch,

ET2 L.J Samuels



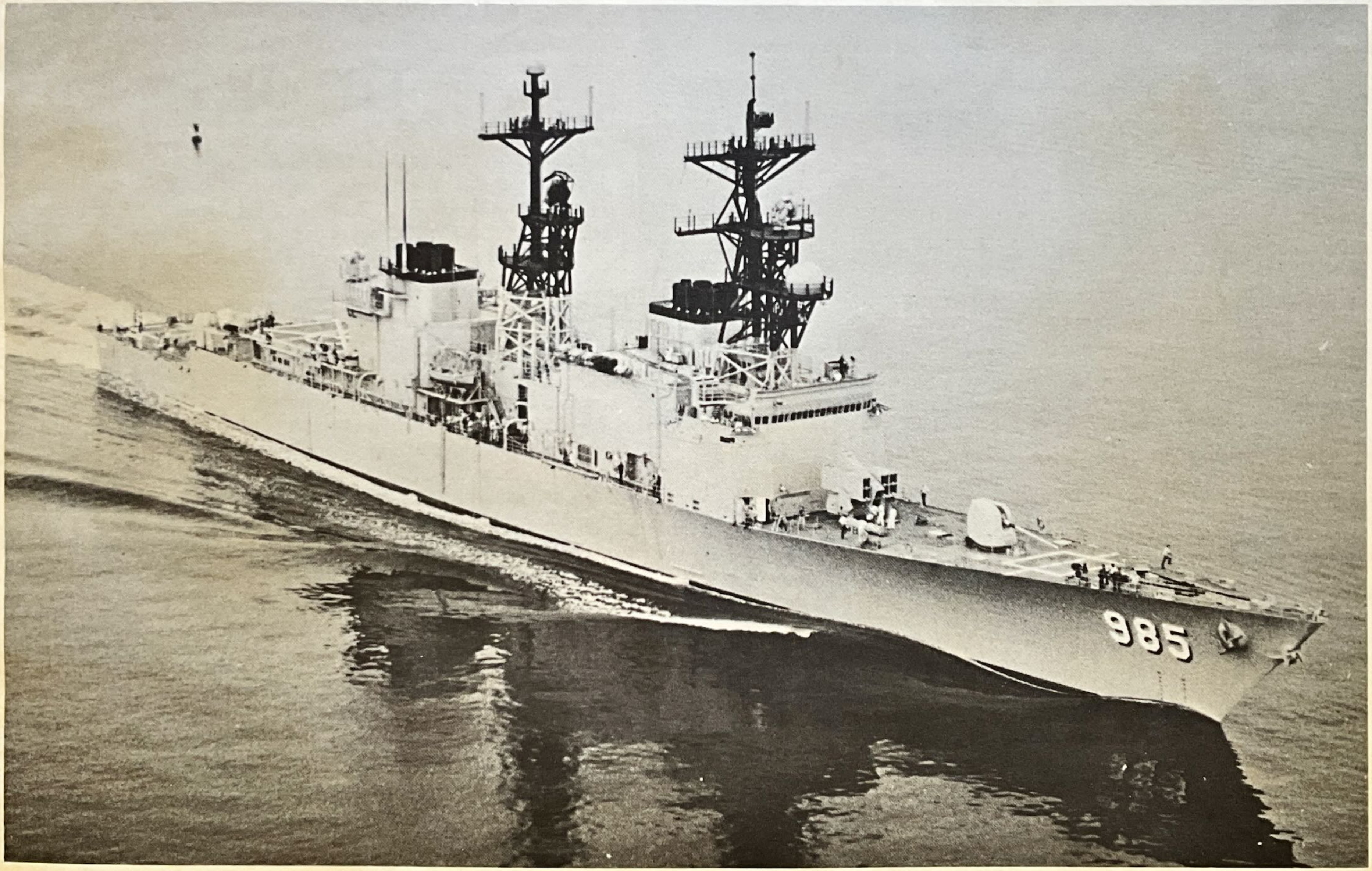
COMMISSIONING OF A NAVY SHIP

The commissioning ceremony marks the acceptance of a ship as a unit of the operating forces of the United States Navy. At the moment the commissioning pennant is broken USS CUSHING (DD-985) becomes the responsibility of the Commanding Officer, who together with the ship's officers and crew has the duty of making and keeping the ship ready for any service required by our nation in peace or war.

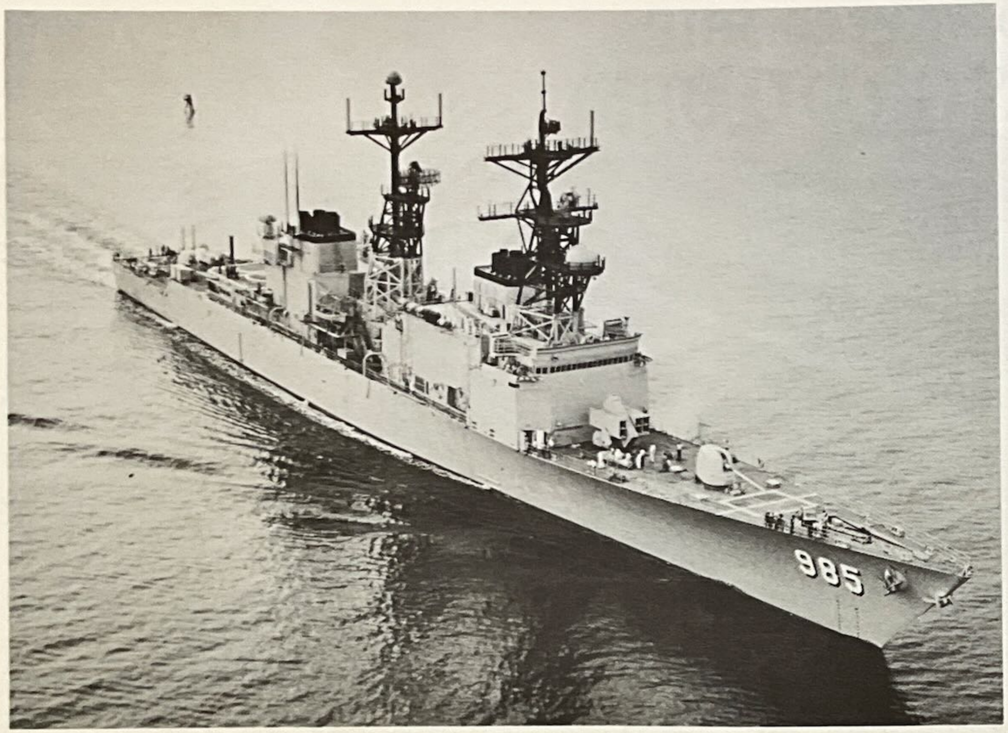
The commissioning pennant is believed to date from the 17th Century, when the Dutch were at war with the English. The Dutch Admiral Maarten Harpertszoom Tromp hoisted a broom at his masthead to indicate his intention to sweep the English from the sea. This gesture was answered by the English admiral who hoisted a horsewhip, indicating his intention to subdue the Dutch. The English were victorious and henceforth the narrow "coachwhip" pennant has been adopted by all nations as the distinctive mark of a ship of war.

The modern U.S. Navy commissioning pennant is blue at the hoist with a union of seven white stars, and a horizontal red and white stripe at the fly. In lieu of a commissioning pennant, flagships fly Commodore's or Admiral's personal flags, hence the name flagship.

UNITED STATES SHIP
CUSHING (DD-985)



COMMISSIONING CEREMONY 20 OCTOBER 1979



USS CUSHING
DD-985

USS CUSHING (DD-985) is the twenty-third SPRUANCE Class Destroyer to be designed and built by Ingalls Shipbuilding Division of Litton Industries in Pascagoula, Mississippi. Homeported in San Diego, the CUSHING will be assigned to Destroyer Squadron Nine and Cruiser Destroyer Group Five.

The SPRUANCE Class Destroyer is unique among U.S. warships in that it is the first major class to be powered solely by gas turbine engines. CUSHING and other ships of this class are driven by four General Electric LM-2500 gas turbines turning twin controllable-reversible pitch propellers. Designed originally for use on large aircraft, these engines have been modified for marine use and produce approximately 20,000 horsepower each. They are capable of moving the ship at speeds in excess of 30 knots and provide a degree of maneuverability and flexibility unequaled by any other warship of similar size.

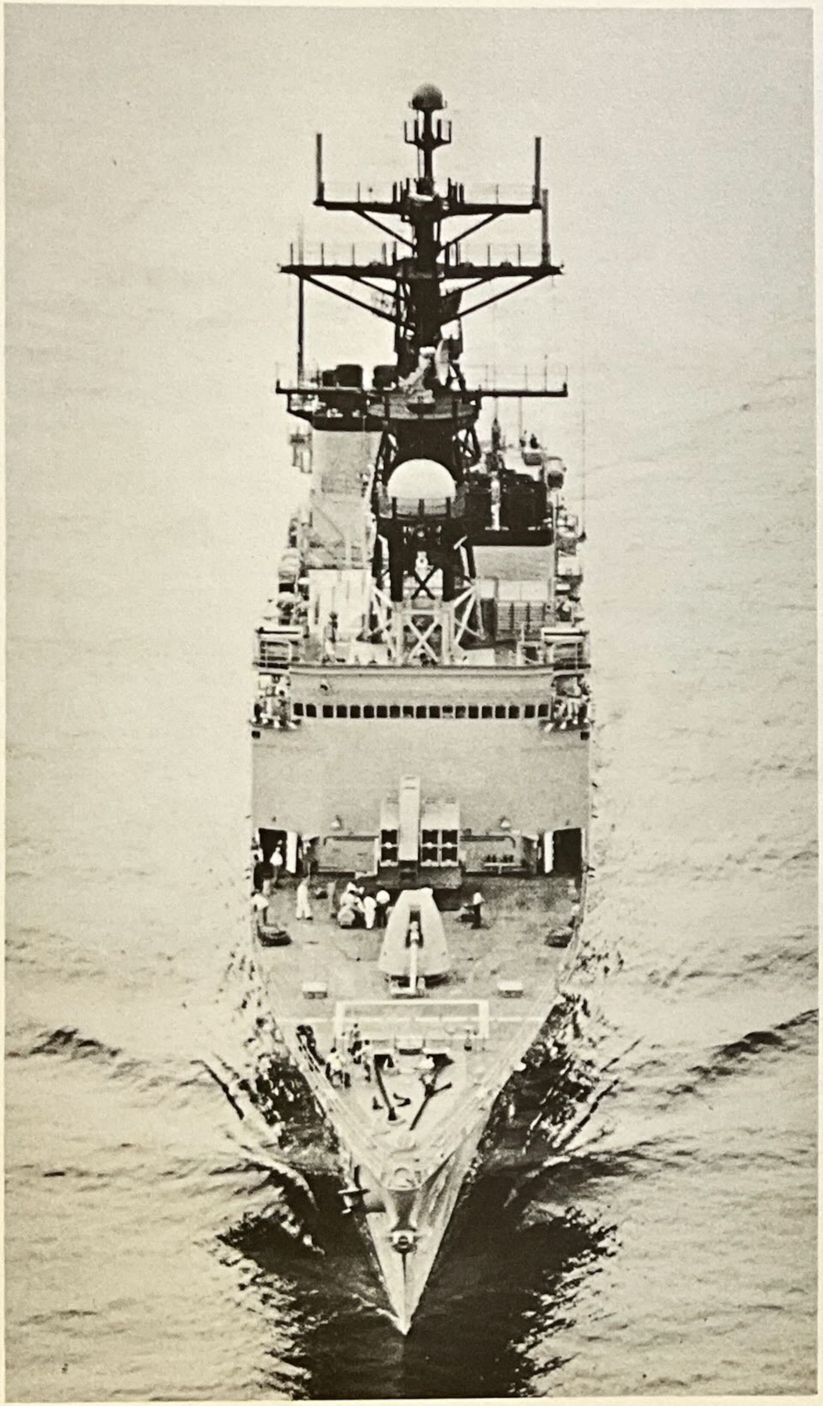
Built with future growth in mind, CUSHING's design is modular in nature, allowing for easy installation of entire subsystems within the ship. Space and power reservations have been made to accommodate future weapons and electronic systems as they are developed. This design feature will allow CUSHING to adapt as new military technology evolves.

Crew comfort and habitability were also of prime consideration in CUSHING's design. Berthing areas are very spacious compared to earlier destroyers, and the ship is equipped with features uncommon to most of its predecessors. A ship's library, crew's lounge, a well equipped gymnasium, hobby shop, and other items have been added to enhance crew comfort. Automation of many of the ship's weapons and engineering systems permits the ship to be manned by far fewer personnel than would otherwise be necessary.

As a highly versatile multi-mission destroyer, CUSHING is capable of operating independently or in company with amphibious or carrier task forces. Although equipped to handle a wide variety of tasks, CUSHING's primary mission is that of Anti-Submarine Warfare. CUSHING uses the most advanced ASW equipment in existence to accomplish this complex and demanding task. The ship is equipped with a sophisticated sonar, the AN/SQS-53, that is directly integrated with a third generation digital computer system, the Naval Tactical Data System. In addition to its sonar, CUSHING's ASW suite includes Antisubmarine Rockets (ASROC), two triple barreled torpedo tubes, and provisions for carrying ASW helicopters. This integrated combat system provides CUSHING with an enhanced target information processing capability and an extremely fast reaction time in response to a wide variety of threats.

CUSHING also boasts two 5 inch/54 caliber fully automatic gun mounts controlled by the digital Mark 86 Gun Fire Control System, and the NATO Sea Sparrow Missile System which has been added to provide defense against air targets. Also integrated with NTDS, these systems allow CUSHING to excel in its alternate mission areas of Naval Gunfire Support, Surface Warfare and Anti-Air Warfare.

USS CUSHING is a destroyerman's dream. It incorporates the best technology available in both its exceptional propulsion system and the fully integrated combat system, forming a combination that makes it a destroyer unequalled by any in the world.



Built by	Ingalls Shipbuilding Division of Litton Industries Pascagoula, Mississippi
Keel Laid	2 February 1977
Christened	29 July 1978
Sponsor	Mrs. Phyllis Whittle
Commissioned	21 September 1979

STATISTICS

Length	563 feet, 4 inches
Beam	55 feet
Displacement	7,800 tons
Personnel	19 Officers 16 Chief Petty Officers 242 Enlisted Men
Armament	Two 5 inch/54 caliber Gun Mounts Antisubmarine Rocket Launcher Two Torpedo Launchers NATO Sea Sparrow Missile Launcher

COMMANDER WILLIAM BARKER CUSHING

The USS CUSHING is named after Commander William Barker Cushing, a naval hero of the Civil War. An alumnus of the U.S. Naval Academy Class of 1861, he is best known for his exploits in leading many small boat raids up the rivers of North Carolina. These raids culminated in the attack and destruction of the Confederate ironclad CSS ALBEMARLE in October of 1864.

The ALBEMARLE had sunk or damaged several Union warships during the Spring and Summer of 1864 and was causing considerable apprehension in Washington D.C., because no Union ironclad could navigate the shoals off the North Carolina coast. This allowed the ports in the area to remain open to blockade runners as the ALBEMARLE could destroy the wooden inshore blockading squadron. LT Cushing proposed a small boat attack on the ironclad using boats of his own design. The Navy Department agreed and sent the twenty-one year old officer to New York to have the boats built.

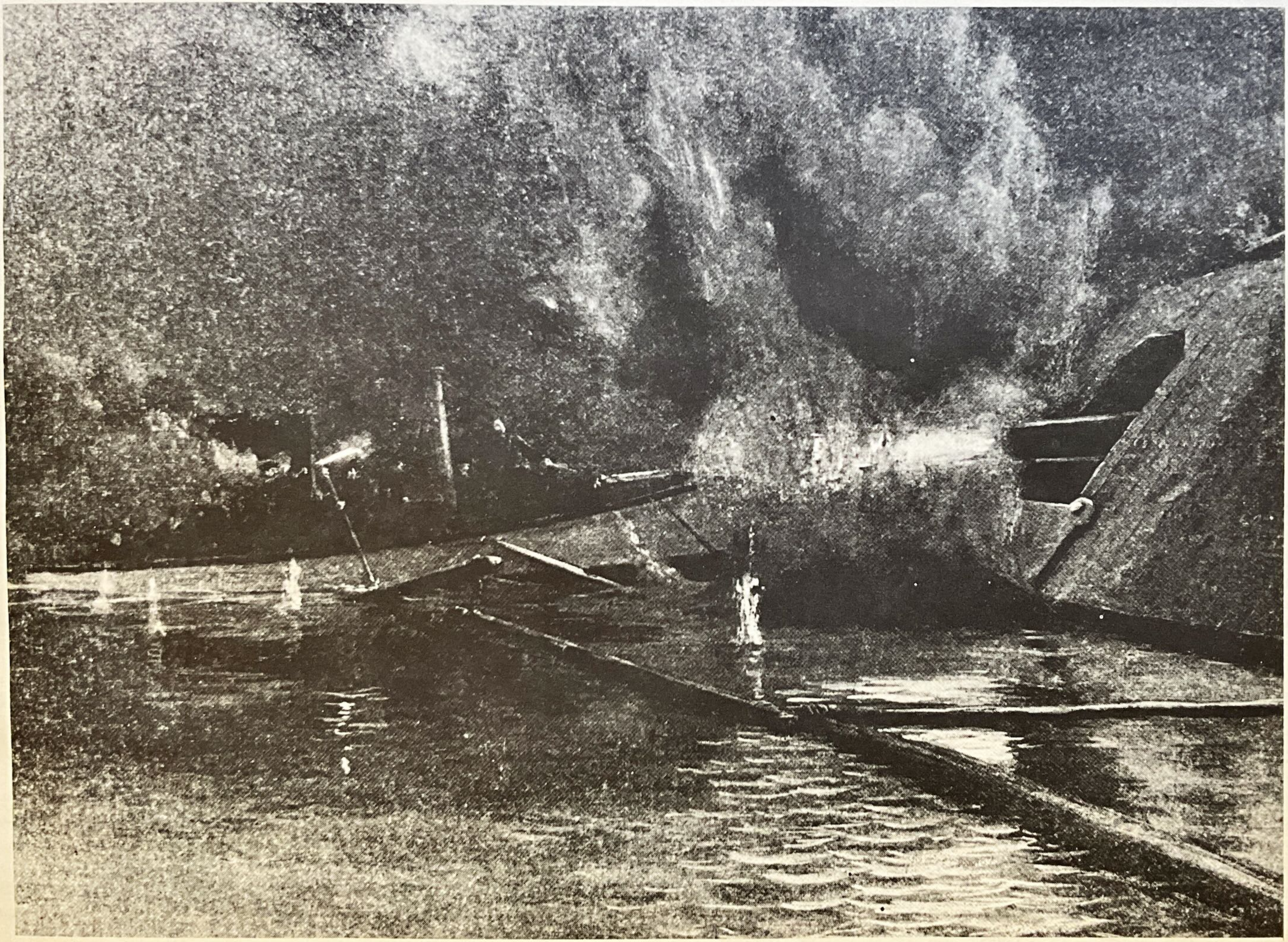
On the night of October 27, Cushing led seven volunteers in one of his small steam driven boats up the Roanoke River into North Carolina. His only weapon was a "torpedo" suspended forward of his craft by a twenty foot boom or spar. The torpedoes of that time were similar to what are now called mines; they were not self-propelled. As Cushing approached the ALBEMARLE, his boat was detected and was fired upon from the shore. By the light of a Confederate bonfire on the near bank, Cushing observed that the ALBEMARLE was protected by a semicircle of floating logs. Pressing the attack, Cushing rammed the barrier at full speed causing his boat to stick fast less than ten yards from the mighty ironclad.

From this position, by the use of lines he controlled while standing in the bow, Cushing lowered the torpedo into the water, released it, waited for the torpedo to settle under the ironclad, then detonated it. At the instant the torpedo exploded the fatally crippled ALBEMARLE fired one of its eight inch guns at Cushing's craft. Fortunately, the gun could not be depressed enough to hit the boat, but the concussion swamped it. Cushing and a few others dove into the river attempting to escape. Although everyone else in his crew was either killed or captured, Cushing himself eluded his pursuers and managed to work his way through enemy territory to the coast where he was picked up by the blockading Union forces. For this action Cushing was promoted meritoriously to lieutenant commander and received the official thanks of Congress, the only non-flag officer of the Civil War to be so honored.

After the war Cushing commanded a number of gunboats in the Far East and the Caribbean. The boldness he displayed during the war was readily apparent in his later career, as exemplified by an incident that occurred while he was commanding the USS WYOMING in the Caribbean. Cushing helped to free the passengers of a ship being detained by the Spanish government in Cuba by threatening to shell the city of Havana if the passengers were not released.

Commander Cushing died on 17 December 1874 of a painful back ailment, probably caused by the physical abuse his body had taken during his life. He was survived by his mother, his wife, two daughters, and one of his brothers. He had two other brothers; one died during the Battle of Gettysburg, and the other died fighting the Apache in 1871.

Commander William B. Cushing



Lieutenant Cushing Destroying the ALBEMARLE

HISTORY OF SHIPS NAMED CUSHING

There have been four prior U.S. Navy ships named Cushing. The first was the Navy's first torpedo boat, TB-1, commissioned on April 22, 1890; from 1891 until 1897 it conducted experimental torpedo work at the Naval Torpedo Station at Newport, Rhode Island. In late 1897 this first CUSHING was transferred to Key West where it performed picket patrol and courier duties in the Florida Straits. During the Spanish-American War TB-1 patrolled the waters off Florida and captured five small Spanish vessels. After the war the CUSHING continued with torpedo experiments until decommissioned in November 1898. From 1901 until 1911 TB-1 was attached to the Reserve Torpedo Flotilla, and it was sunk as a naval gunnery target in 1920.

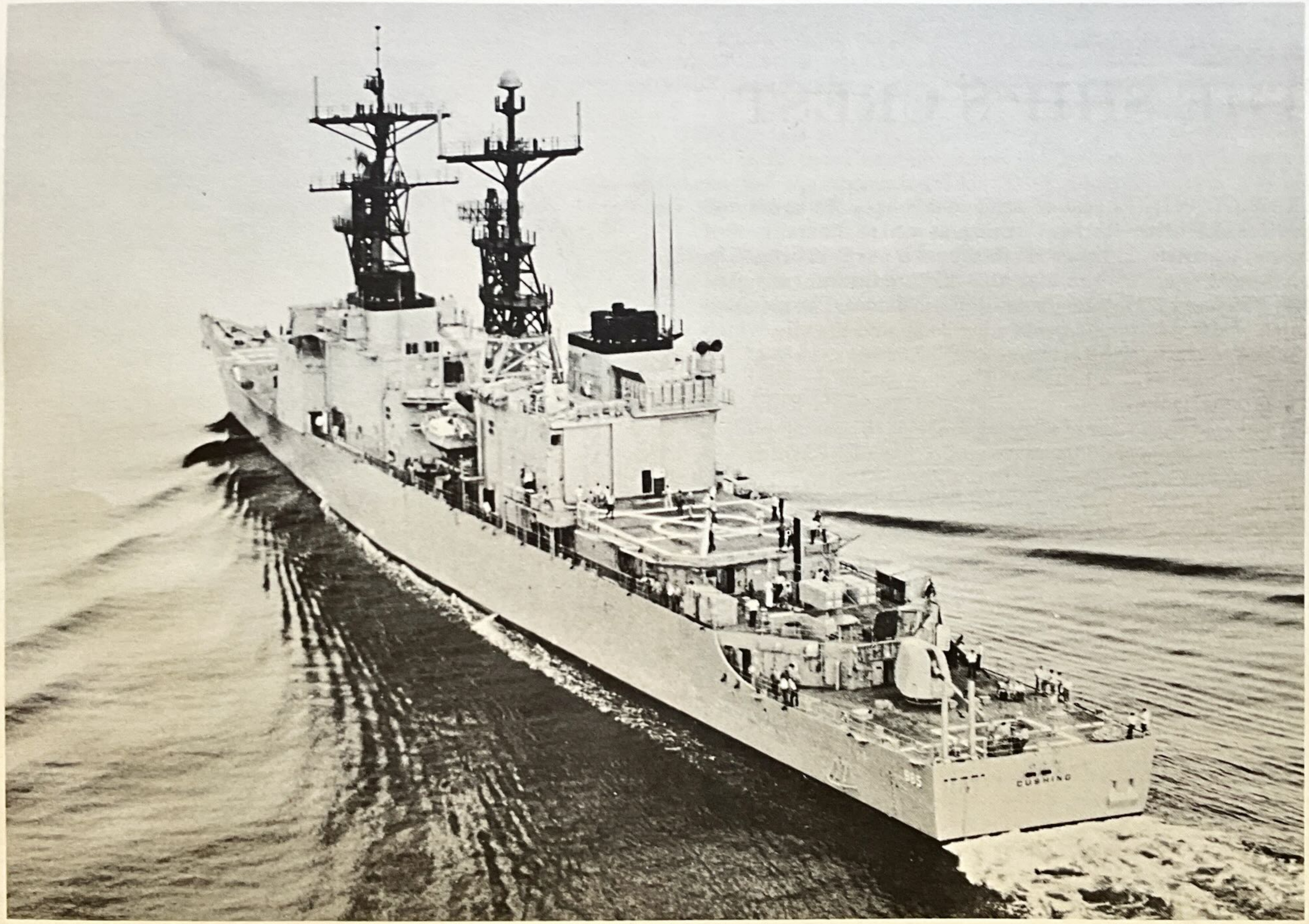
The second USS CUSHING was one of the earliest destroyers, DD-55, commissioned on August 21, 1915. After commissioning and until the U.S. entered World War I, the CUSHING participated in the typical schedule of maneuvers and exercises. In May of 1917 it was ordered to the war zone off Ireland and patrolled the Irish coast escorting convoys, engaging enemy submarines and picking up the survivors of torpedoed ships. Later, this second CUSHING performed similar work off the coast of France and ended the war with an excellent record of service. DD-55 was decommissioned in August 1920.

DD-376, commissioned on August 28, 1936, was a destroyer of the MAHAN class and the third U.S. naval vessel named CUSHING. After commissioning it participated in fleet training and other exercises on the West Coast and in July of 1937 assisted in the search for Amelia Earhart.

At the start of World War II the CUSHING performed convoy duty between the West Coast and Pearl Harbor and later screened training forces near California until August 1942 when it was reassigned to Guadalcanal. The CUSHING fought at the Battle of Santa Cruz on October 26, 1942, during which outnumbered U.S. forces turned back a Japanese force advancing toward Guadalcanal. At the Battle of Guadalcanal on November 13, 1942 the CUSHING was in the van of the U.S. force. Although it received numerous hits by enemy shells, it continued to fight until 0230 the next day when the ship was abandoned. The gallant ship sank later that evening. CUSHING had suffered 70 men killed or missing and many other wounded during this battle. The third USS CUSHING earned three battle stars for its wartime service.

The fourth USS CUSHING (DD-797), a destroyer of the FLETCHER class, was commissioned on January 17, 1944 and perpetuated the name of that earlier CUSHING sunk in 1942. Joining the Fifth Fleet in August 1944, it was assigned to screen the aircraft carriers during their strikes on the Philippines and later during air strikes on Formosa. The CUSHING was attached to Task Force 38 in December 1944 and participated in air strikes on Formosa and mainland China. At Iwo Jima and later at Okinawa the CUSHING provided screening, shore bombardment, and radar picket ship services for Task Force 58. From June 1945 until the end of the war, DD-797 screened the carriers that were conducting strikes on Tokyo. After the war CUSHING returned to the United States and was decommissioned on February 3, 1947.

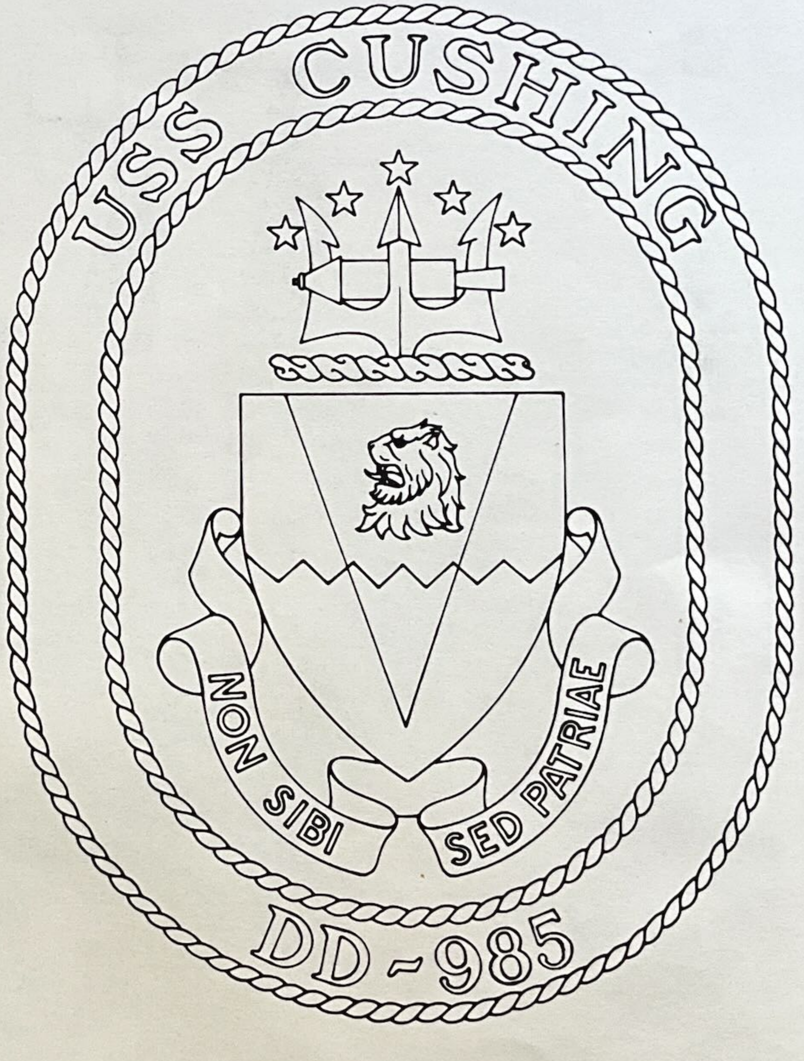
DD-797 saw later action during the Korean conflict. It was recommissioned on August 17, 1951 and was assigned to the Atlantic Fleet. In January 1953 CUSHING joined Task Force 77 off the coast of Korea and served principally in plane guard duty with the carrier task force. It returned to Norfolk in August of that same year and served in the Atlantic and Mediterranian Fleets in 1954. In 1955 CUSHING returned to the Pacific Fleet where it served until it was finally decommissioned at Charleston, South Carolina on November 8, 1960. The fourth CUSHING earned six World War II and two Korean War battle stars.


985
CUSHING

THE SHIP'S CREST

USS CUSHING's coat of arms symbolizes the spirit and endeavors of William Barker Cushing, as well as the tradition of destroyers named in honor of this brave naval officer. The predominent colors of dark blue and gold are traditionally used by the Navy and symbolize the sea and excellence. The indented division of the shield represents a log boom and the pile, which resembles a ship's prow, crosses the boom suggestive of the manner in which Commander Cushing foiled Confederate defenses to accomplish the sinking of the ALBEMARLE. The upper area of the pile is red alluding to the danger and high risk of this famous action and the fact that Commander Cushing had been under fire more than any other officer in the Navy at that time. The lion's head is a symbol of courage and strength and represents the spirit and abilities of Commander Cushing. This spirit is also reflected in the ship's motto, "Non Sibi Sed Patriae", a statement attributed to the ancient Roman Cicero, which translates to "Not for Self but for Country".

The trident is a traditional maritime symbol and its sharp points suggest offensive action. The spar torpedo is dark blue alluding to the dark of night and the covert nature of the sinking of the ALBEMARLE. The dark blue also recalls the fact that Commander Cushing, a Union officer, took the torpedo, at that time basically a Confederate weapon, and successfully used it to sink an enemy vessel. The five stars refer to the fact that this SPRUANCE class destroyer is the fifth destroyer-type ship in the U.S. Navy to be named CUSHING.



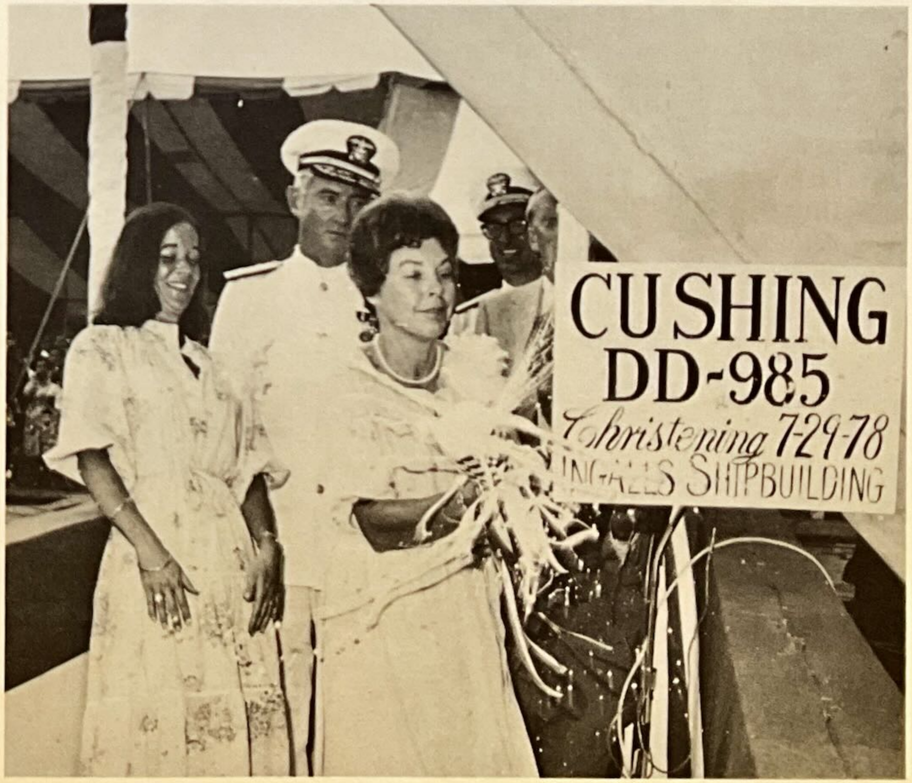
THE CUSTOM OF A SHIP'S SPONSOR

Mrs. Phyllis Whittle

The origin of the christening ceremony goes far back into the dawn of recorded history to when men first built ships and went to sea. The custom has survived throughout the ages and today is practiced by all seafaring nations.

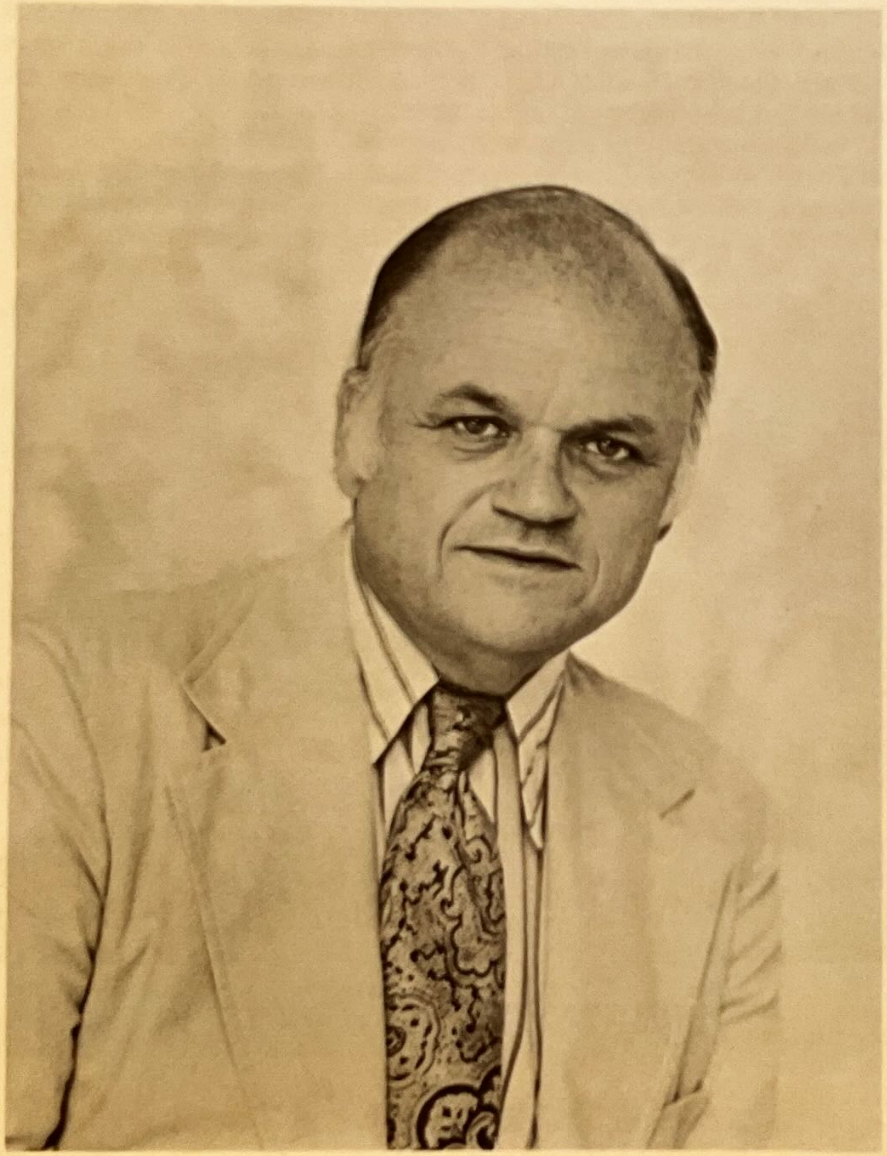
Until the 19th century, U.S. Navy ships were christened by men. In 1846 Mrs. Lavinia Watson Fanning became the first woman to sponsor a ship when she christened the sloop GERMANTOWN in Philadelphia. Ever since, the honor has always been bestowed on a woman.

Mrs. Phyllis Whittle, the wife of the Chief of Naval Material Admiral Alfred Whittle, christened CUSHING (DD-985) on July 29, 1978 at ceremonies held at Ingalls Shipbuilding Division in Pascagoula, Mississippi.



PRINCIPAL SPEAKER

THE HONORABLE LUCIEN N. NEDZI
REPRESENTATIVE, FOURTEENTH DISTRICT
STATE OF MICHIGAN



Lucien N. Nedzi was born in Hamtramck, Michigan, May 28, 1925. He was graduated from the University of Michigan in 1948 with a bachelor of arts degree in economics, and received a law degree from the University of Michigan Law School in 1951. He was admitted to the State Bar of Michigan in 1952 and served as Wayne County (Michigan) Public Administrator 1955-61.

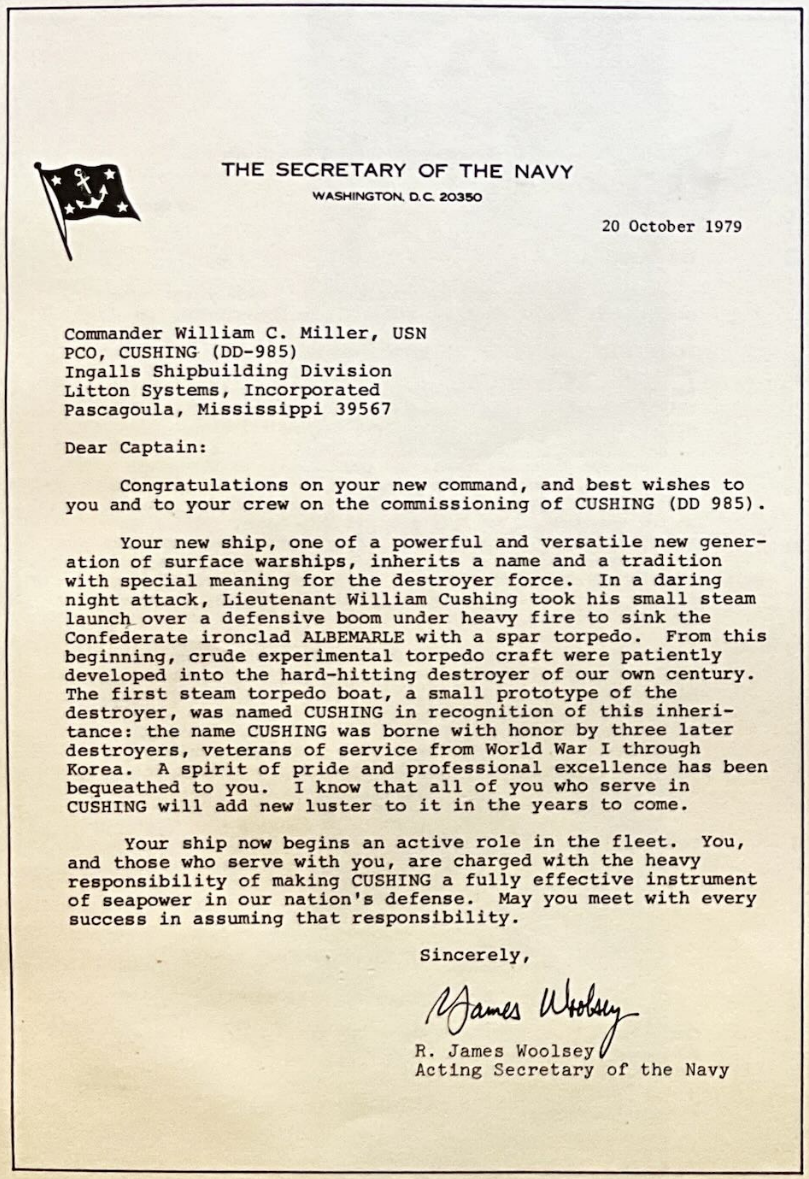
Congressman Nedzi was elected to the U.S. House of Representatives November 7, 1961, and represents the 14th District of Michigan. He currently serves on the House Armed Services Committee, where he is Chairman of its Military Installations and Facilities Subcommittee, and the House Administration Committee, where he is Chairman of its Library and Memorials Subcommitte.

Congressman Nedzi served in the U.S. Army during World War II, including 20 months of overseas duty as a combat infantryman in the Philippines and with the Corps of Engineers in Japan. He also served in the Army during the Korean War and was a member of the Army Reserve from 1946 to 1953.

Congressman Nedzi is a member of the following political, fraternal, veteran and social organizations: Catholic Interracial Council; American Political Science Association; Detroit Bar Association, American Judicature Society; Federal Bar Association; American Bar Association; Advocates Club of Detroit; Veterans of Foreign Wars; AmVets; and the American Legion.

Congressman Nedzi is fluent in several languages and frequently has contributed his services to the Voice of America through Polish language broadcasts to Poland.

He is married to the former Margaret Garvey. They have five children.



THE SECRETARY OF THE NAVY
WASHINGTON, D.C. 20350

20 October 1979

Commander William C. Miller, USN
PCO, CUSHING (DD-985)
Ingalls Shipbuilding Division
Litton Systems, Incorporated
Pascagoula, Mississippi 39567

Dear Captain:

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of CUSHING (DD 985).

Your new ship, one of a powerful and versatile new generation of surface warships, inherits a name and a tradition with special meaning for the destroyer force. In a daring night attack, Lieutenant William Cushing took his small steam launch over a defensive boom under heavy fire to sink the Confederate ironclad ALBEMARLE with a spar torpedo. From this beginning, crude experimental torpedo craft were patiently developed into the hard-hitting destroyer of our own century. The first steam torpedo boat, a small prototype of the destroyer, was named CUSHING in recognition of this inheritance: the name CUSHING was borne with honor by three later destroyers, veterans of service from World War I through Korea. A spirit of pride and professional excellence has been bequeathed to you. I know that all of you who serve in CUSHING will add new luster to it in the years to come.

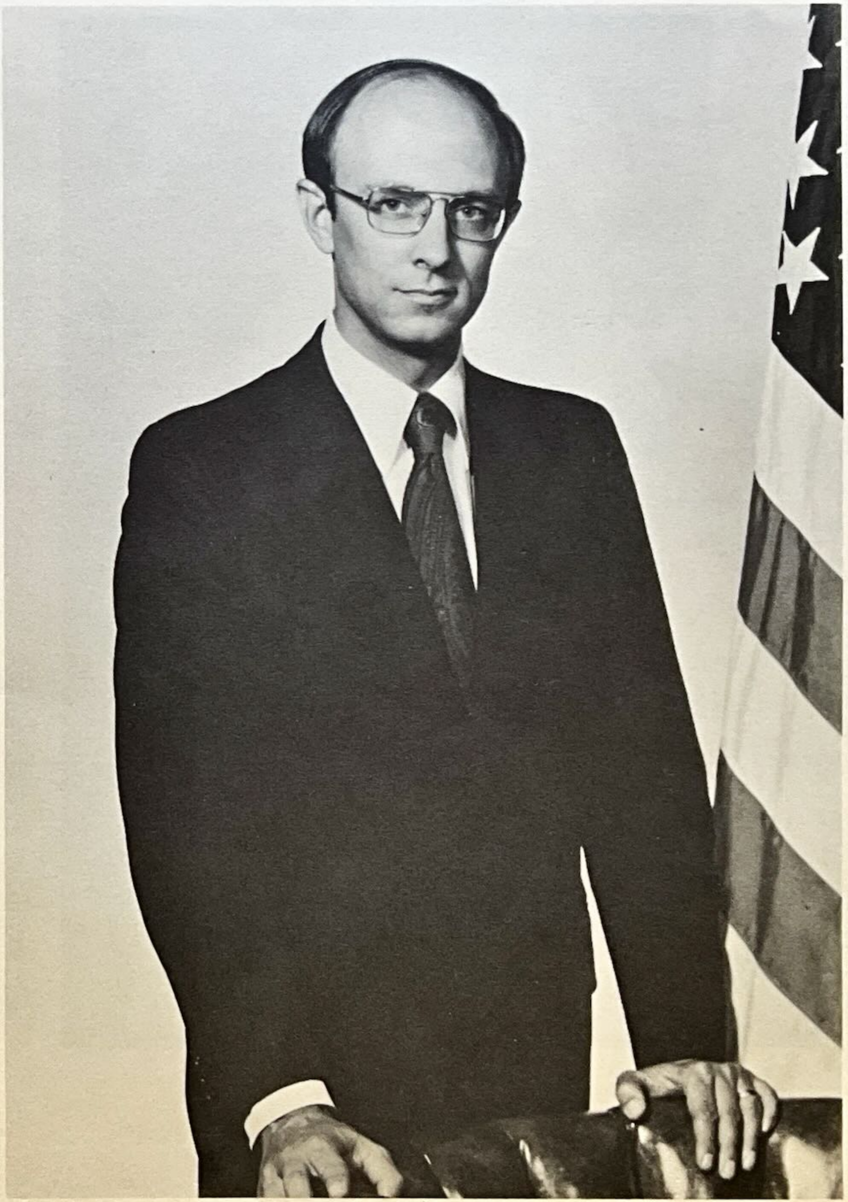
Your ship now begins an active role in the fleet. You, and those who serve with you, are charged with the heavy responsibility of making CUSHING a fully effective instrument of seapower in our nation's defense. May you meet with every success in assuming that responsibility.

Sincerely,

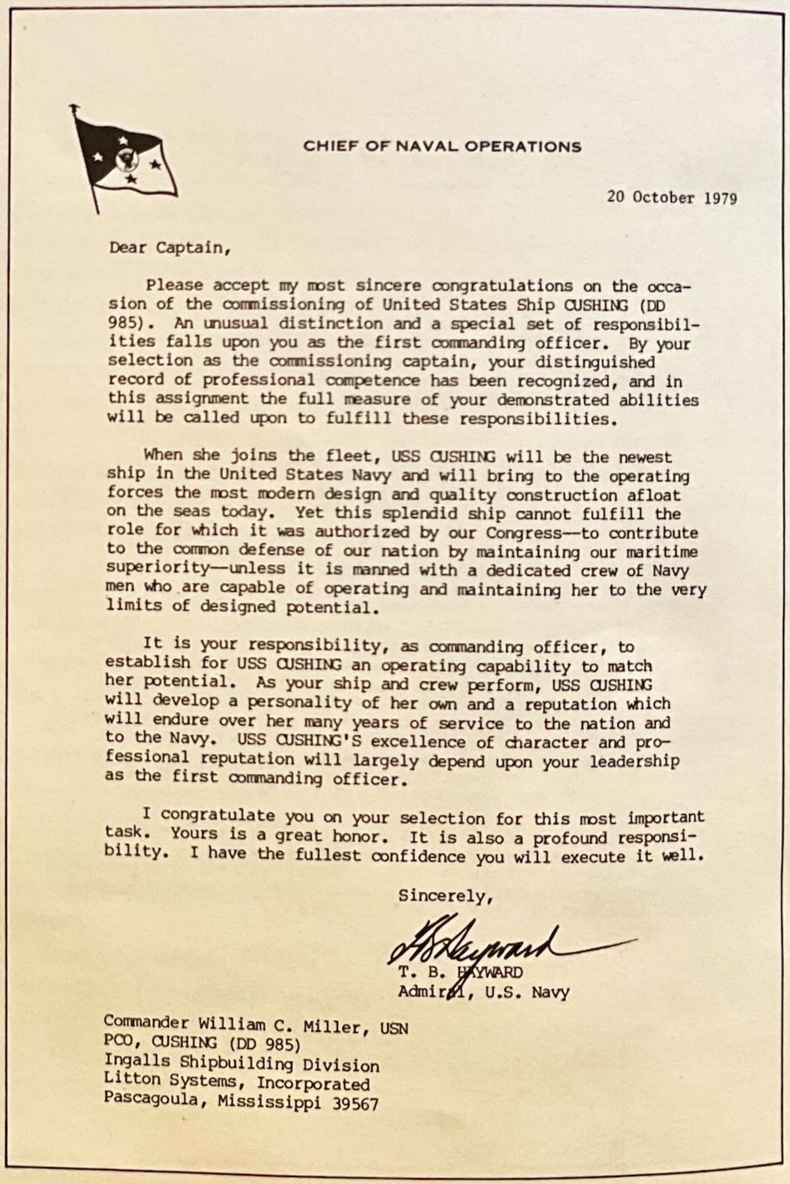
James Woolsey

R. James Woolsey
Acting Secretary of the Navy

SECRETARY OF THE NAVY
THE HONORABLE
R. JAMES WOOLSEY, ACTING



THOMAS B. HAYWARD
ADMIRAL, U.S. NAVY
CHIEF OF NAVAL OPERATIONS



CHIEF OF NAVAL OPERATIONS

20 October 1979

Dear Captain,

Please accept my most sincere congratulations on the occasion of the commissioning of United States Ship CUSHING (DD 985). An unusual distinction and a special set of responsibilities falls upon you as the first commanding officer. By your selection as the commissioning captain, your distinguished record of professional competence has been recognized, and in this assignment the full measure of your demonstrated abilities will be called upon to fulfill these responsibilities.

When she joins the fleet, USS CUSHING will be the newest ship in the United States Navy and will bring to the operating forces the most modern design and quality construction afloat on the seas today. Yet this splendid ship cannot fulfill the role for which it was authorized by our Congress--to contribute to the common defense of our nation by maintaining our maritime superiority--unless it is manned with a dedicated crew of Navy men who are capable of operating and maintaining her to the very limits of designed potential.

It is your responsibility, as commanding officer, to establish for USS CUSHING an operating capability to match her potential. As your ship and crew perform, USS CUSHING will develop a personality of her own and a reputation which will endure over her many years of service to the nation and to the Navy. USS CUSHING'S excellence of character and professional reputation will largely depend upon your leadership as the first commanding officer.

I congratulate you on your selection for this most important task. Yours is a great honor. It is also a profound responsibility. I have the fullest confidence you will execute it well.

Sincerely,

TB Hayward

T. B. HAYWARD
Admiral, U.S. Navy

Commander William C. Miller, USN
PCO, CUSHING (DD 985)
Ingalls Shipbuilding Division
Litton Systems, Incorporated
Pascagoula, Mississippi 39567

COMMANDER IN CHIEF U.S. PACIFIC FLEET

DONALD C. DAVIS
ADMIRAL, U.S. NAVY

COMMANDER NAVAL SURFACE FORCES U.S. PACIFIC FLEET

LEE BAGGETT, JR.
VICE ADMIRAL, U.S. NAVY

COMMANDER CRUISER-DESTROYER GROUP FIVE

ALEXANDER M. SINCLAIR
REAR ADMIRAL, U.S. NAVY

COMMANDER DESTROYER SQUADRON NINE

GEORGE R. McKEE
CAPTAIN, U.S. NAVY

COMMANDANT SIXTH
NAVAL DISTRICT

DONALD P. HALL
REAR ADMIRAL, U.S. NAVY

SUPERVISOR OF SHIPBUILDING
CONVERSION AND REPAIR, U.S.N.
PASCAGOULA, MISSISSIPPI

WILLIAM C. WYATT
CAPTAIN, U.S. NAVY

COMMANDING OFFICER
FLEET INTRODUCTION TEAM
SPRUANCE CLASS DESTROYERS

RAYMOND HARBRECHT
CAPTAIN, U.S. NAVY

PRESIDENT INGALLS
SHIPBUILDING DIVISION

MR. LEONARD ERB

Commander William C. Miller was born in Los Angeles, California on December 1, 1940 and was appointed to the U.S. Naval Academy in 1958. Graduating in 1962, he was assigned to the destroyer DUPONT (DD-941) as Communications Officer. Subsequent shipboard tours of duty were served in the guided missile cruiser GRIDLEY (CG-21) as Missile Officer, the guided missile destroyer SAMPSON (DDG-10) as Weapons Officer, and as Commanding Officer of the frigate McCLOY (FF-1038).

Commander Miller's assignments ashore have included duty on the staff of the Chief of Naval Operations; as a project officer in the Office of Naval Research; on the faculty of the U.S. Naval Academy; and most recently, as Executive Assistant to the Superintendent, U.S. Naval Academy. Commander Miller is also an alumnus of Stanford University where he earned his Master of Science and Doctor of Philosophy degrees in Electrical Engineering. His decorations include the Navy Achievement Medal, the Meritorious Service Medal and the Legion of Merit.

Commander Miller is married to the former Barbara Leach of Burbank, California. They presently reside with their five children in San Diego, California.

COMMANDING OFFICER

WILLIAM C. MILLER
COMMANDER, U.S. NAVY

EXECUTIVE OFFICER

PAUL R. ERICKSON
LIEUTENANT COMMANDER, U.S. NAVY

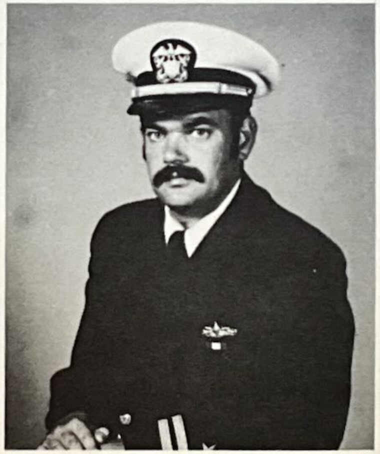
Lieutenant Commander Paul Robert Erickson, USN, a native of Des Plains Illinois, is a graduate of Colorado State University receiving a Bachelor of Science degree. After being commissioned from the Officer Candidate Program in 1966, Lieutenant Commander Erickson served onboard the USS GRANVILLE S. HALL (YAG-40) as Chief Engineer and as Chief Engineer aboard the USS CARTER HALL (LSD-3). Later he served on the USS TAWASA (ATF-92) as Executive Officer/Navigator and Diving Officer and as Chief Engineer aboard the USS ENGLAND (CG-22). After his tour aboard ENGLAND Lieutenant Commander Erickson was ordered to the staff of the Deputy Commander, Operational Test and Evaluation Force Pacific as Force Diver and Mines Officer. In 1976 he assumed the duties as Officer-in-Charge of the Gas Turbine/1200 psi Mobile Training Team in San Diego. In August 1979 Lieutenant Commander Erickson became the Prospective Executive Officer of CUSHING (DD-985).

Lieutenant Commander Erickson is married to the former Sandra J. Chavalas of Littleton, Colorado. They reside with their daughters Heather and Carye in Poway, California.

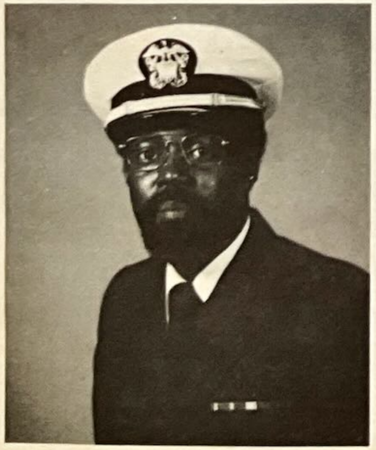
HEADS OF DEPARTMENTS

COMBAT SYSTEMS OFFICER
LT. RICHARD WILSON, USN

ENGINEERING OFFICER
LT. ARTHUR JOHNSON, USN



OPERATIONS OFFICER
LT. WILLIAM HACKETT, USN



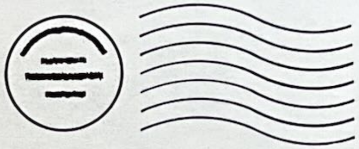
SUPPLY OFFICER
LT. KENNARD HALL, USN

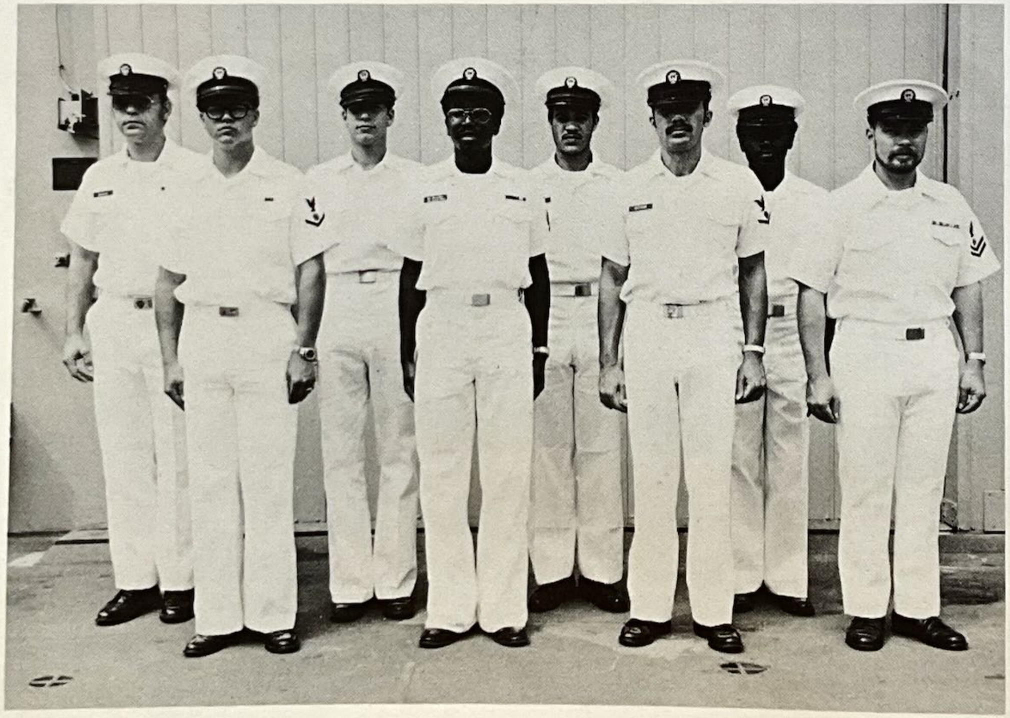
NAVIGATOR
LT. ALAN PATCHIN, USN

NAVIGATION

The Navigation Department is composed of several different ratings. Quartermasters assist the Navigator. Yeomen and Personnelmen maintain records and prepare official correspondence. Hospital Corpsmen are the ship's medical representatives, the Chief Master-at-Arms assists the Executive Officer in maintaining good order on the ship, and the Postal Clerk handles the ship's mail.

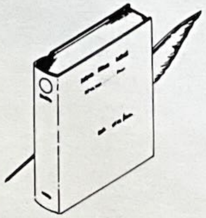
HMC Larry Thrift

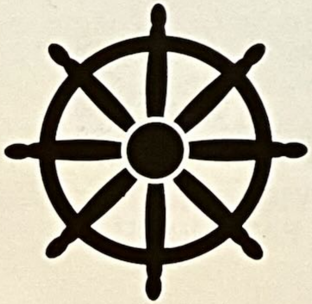




ROW 1: QM3 Fred Wattinger, HN Wilton Williams, PN3 Bryce Kittson, QM2 David Hieb
ROW 2: YN1 Joseph Zelinsky, QMSN Timothy Davis, YN3 Jose Ruiz, YNSN James Wall
Not Pictured: PN1 John Hunter

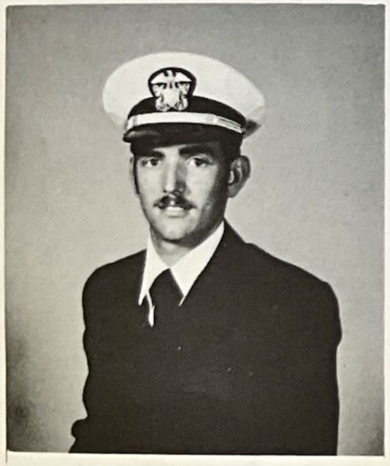
MAC Raymond Pierce





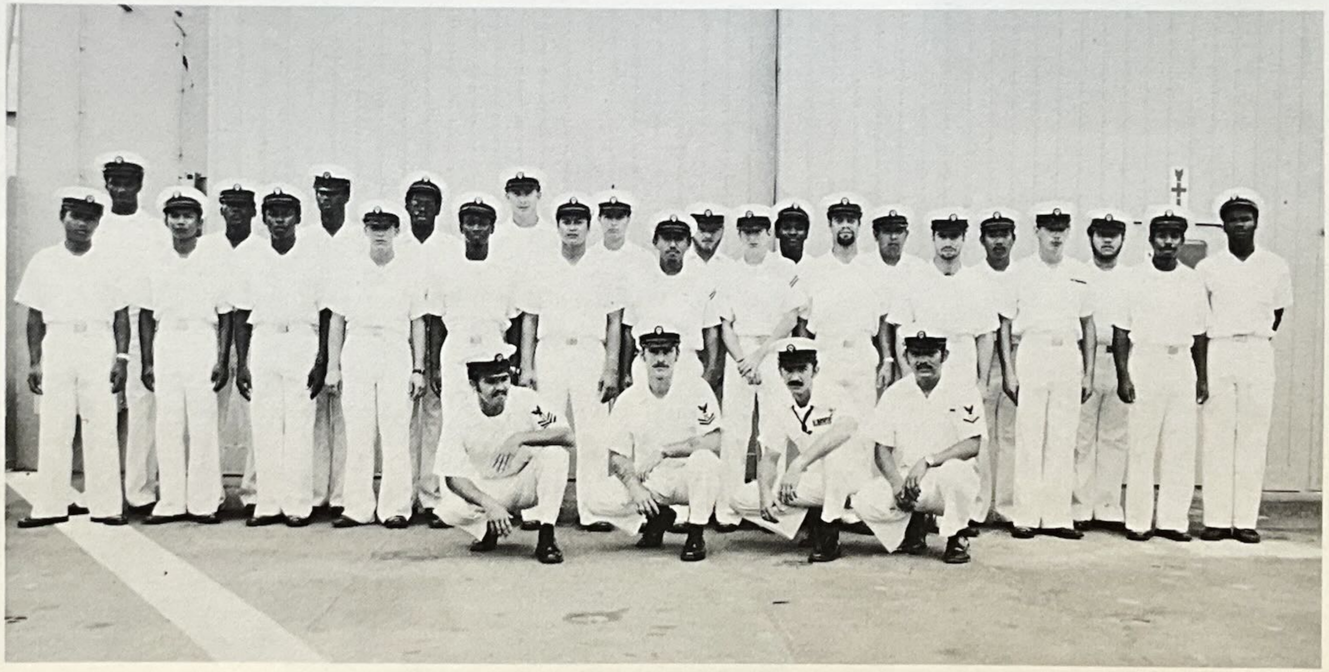
OD DIVISION

This division is composed of Boatswains Mates and Deck Seamen. They are responsible for the maintenance of the exterior of the hull and superstructure. They also operate and maintain the ship's boats, and the equipment used in replenishment at sea, anchoring, and mooring.



FIRST LIEUTENANT
ENS James McNitt

BMC Lester Smith



ROW 1: BM1 Wayne Arthur, BM2 Charles Roberts, BM2 William Herron, BM3 Felix Bindiola

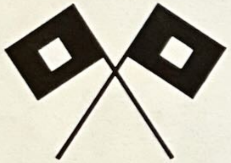
ROW 2: SR Danilo Gatchalian, SR Steve Hernandez, SR Aaron Hamilton, SR Perry Marler, SR Ronnie Whitfield, SR Ricardo Tayco, SA Abraham Kalima, SR Bobby Johnson, SR Barry Victor, SR Richard Daniels, SR William Wade, SR Robert Wilson, SA Anthony Jones

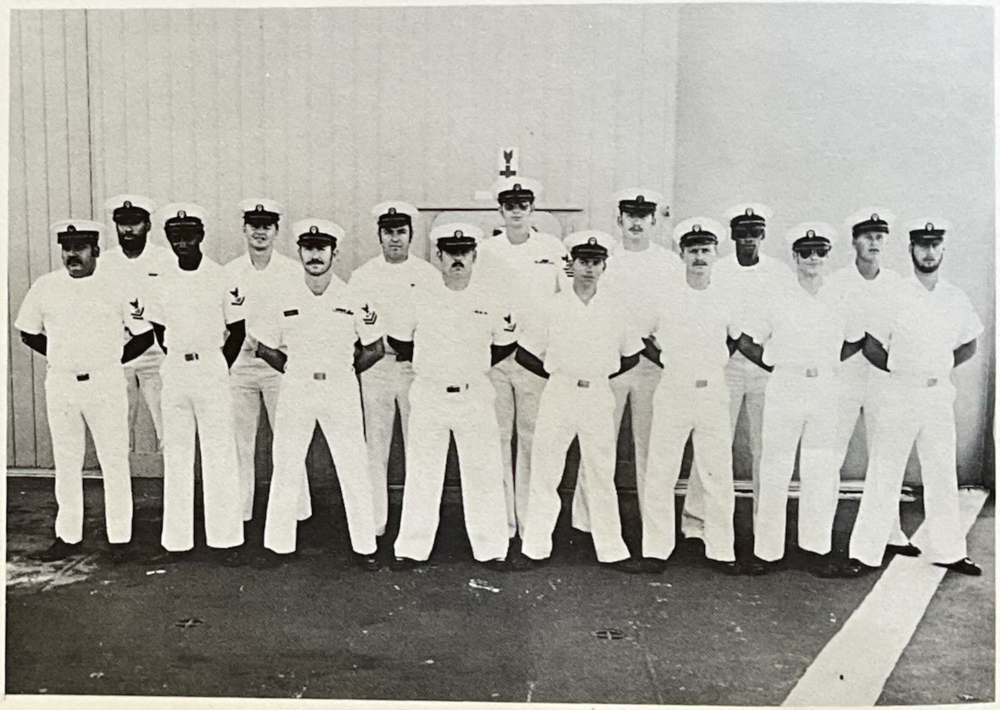
ROW 3: SR Anthony Casey, SR Terry White, SR Lee Jones, SR John Floyd, SR Alan Wiest, SR Jesse Ciruso, SR John Fischer, SR Thomas Ward, SR Daniel Gonzales, SR Benjamin Morales, SR Ernest Perez

OC DIVISION

COMMUNICATIONS OFFICER
LTJG Daniel Tuttle

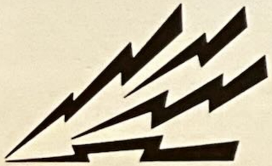
OC Division consists of Radiomen and Signalmen. Together they are responsible for sending and receiving messages by radio, flags and flashing light.





ROW 1: RM2 Ernest Perez, RM3 Ralph Mahee, SM2 Lary Blodgett, RM3 Gary Roberson, SMSA Gary Hathaway, SMSA Jerry Carawan, RM3 Kevin Schroeder, SMSA Rick Davis

ROW 2: RM1 Gary Hoskins, RM3 James McKinley, RM1 Gary Rusk, SM1 Scott Williams, RM3 Wayne Collins, RM3 Johnny Turner, RM3 Wallace Reid



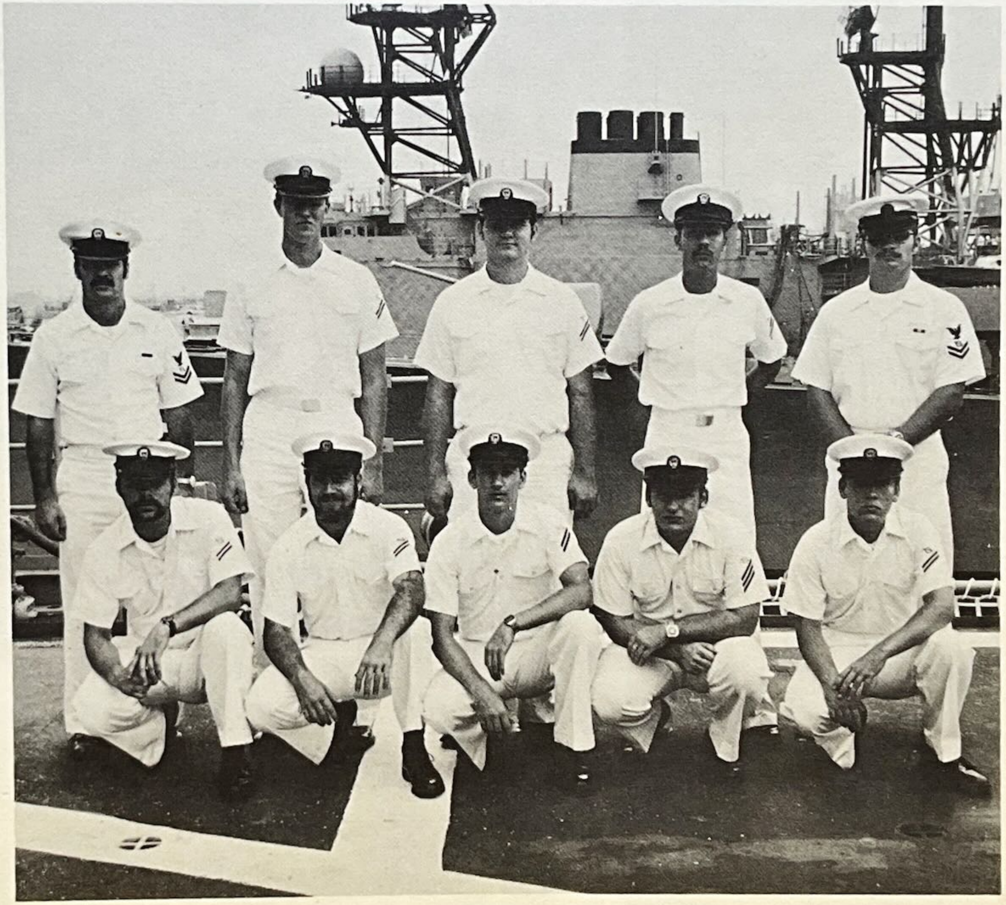
RMC James Paczkowski

OI DIVISION

COMBAT INFORMATION CENTER
OFFICER
LTJG Mylen Mundt

OSC Donald Guthrie

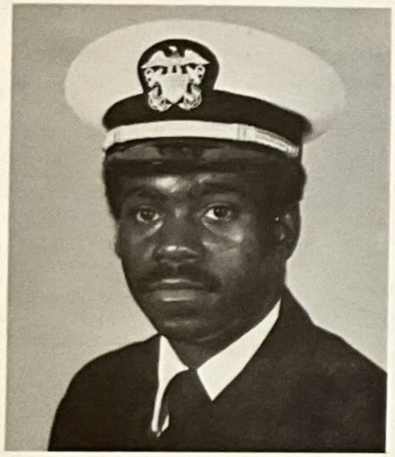
The Operations Specialists of OI Division operate the computer consoles in the Combat Information Center. They gather and process the information needed to maneuver the ship and best engage enemy forces.



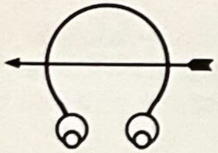
ROW 1: OSSA Richard Shanklin, OSSA David Vierra, OSSA Keith Wilson, OSSN Jeffrey Mueller, OSSA Donald Gilbert
ROW 2: OS2 Timothy Delorey, OSSA David Jernigan, OSSA Thomas Johns, OSSA Marty Martinez, OS2 Samuel Torke
Not Pictured: OS1 Donald Austin

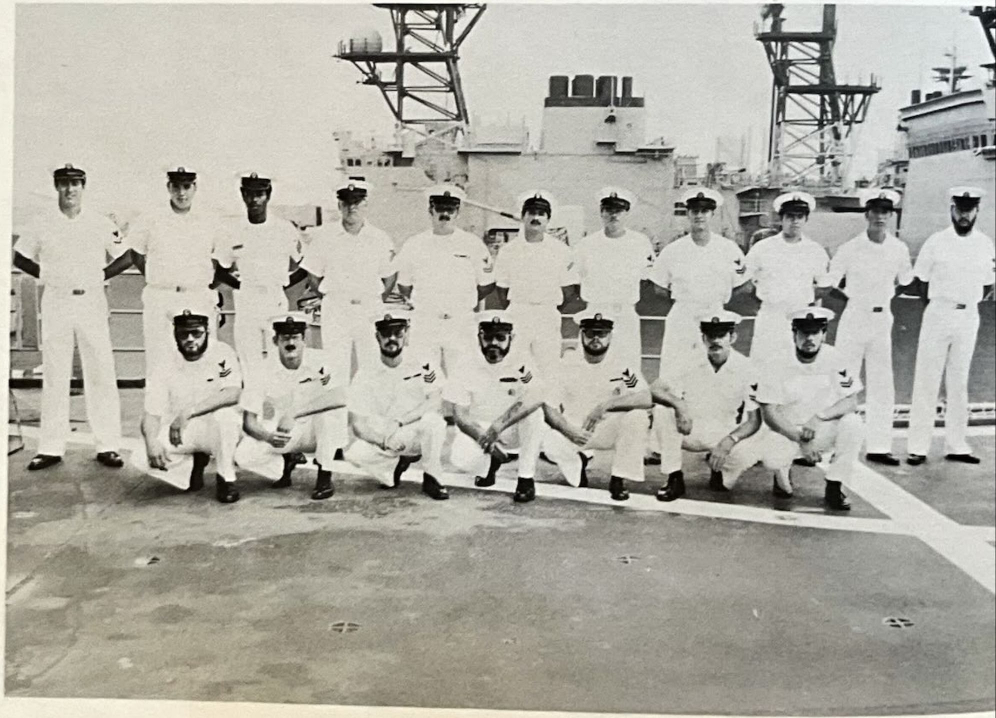
CA DIVISION

CA Division, composed of Sonarmen, Torpedomen, and ASROC Gunner' Mates, maintain and operate the ship's sonar equipment, the underwate communications equipment and the anti-submarine weapons systems.



ASSISTANT COMBAT SYSTEMS OFFICER
LTJG Elijah McDavid





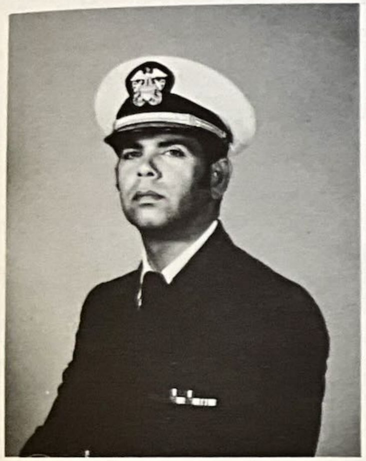
ROW 1: GMT2 Joseph Wayne, STG1 John Gates, STG1 Charles Edmondson, STG1 Kenneth Crouch, GMT1 Michael Burdine, STG2 James Fathman, STG2 Michael Porter
ROW 2: STG3 Kevin Smith, STGSN James Shirey, STGSN William McCoy, GMTSN James Snider, STG2 Jerome Hendrickson, STGSA Rob Bucher, STG3 Dale Wood, STG2 John Horn, STGSA Michael Moseley, STGSA Frankie Cordova, STG2 Samual Wysong

ASW OFFICER
LT Leo Tippett

STCS Bryce Clowery

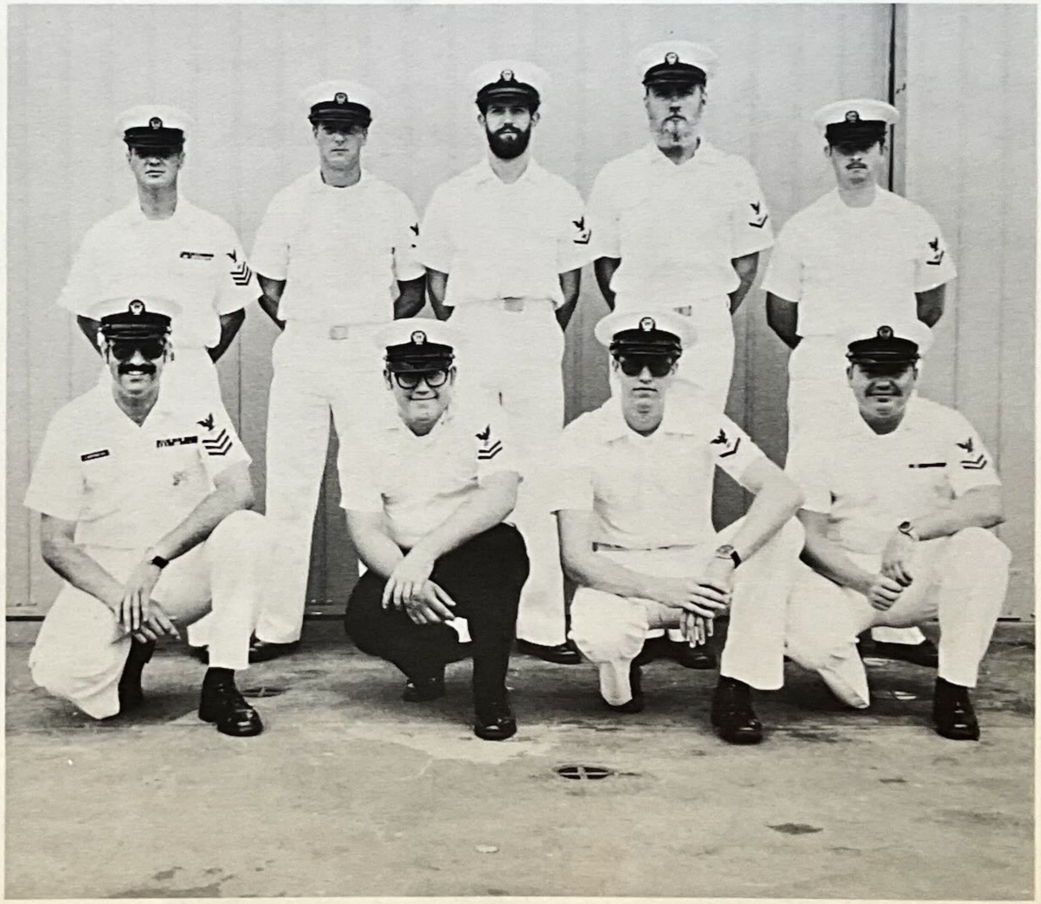
CE DIVISION

The Electronics Technicians and Data Systems Technicians of CE Division maintain the ship's search radars, communications and navigation equipment, and also the complex NTDS computer system.



ELECTRONIC MATERIAL
OFFICER
CWO2 George Bennett

ETCM George Clark

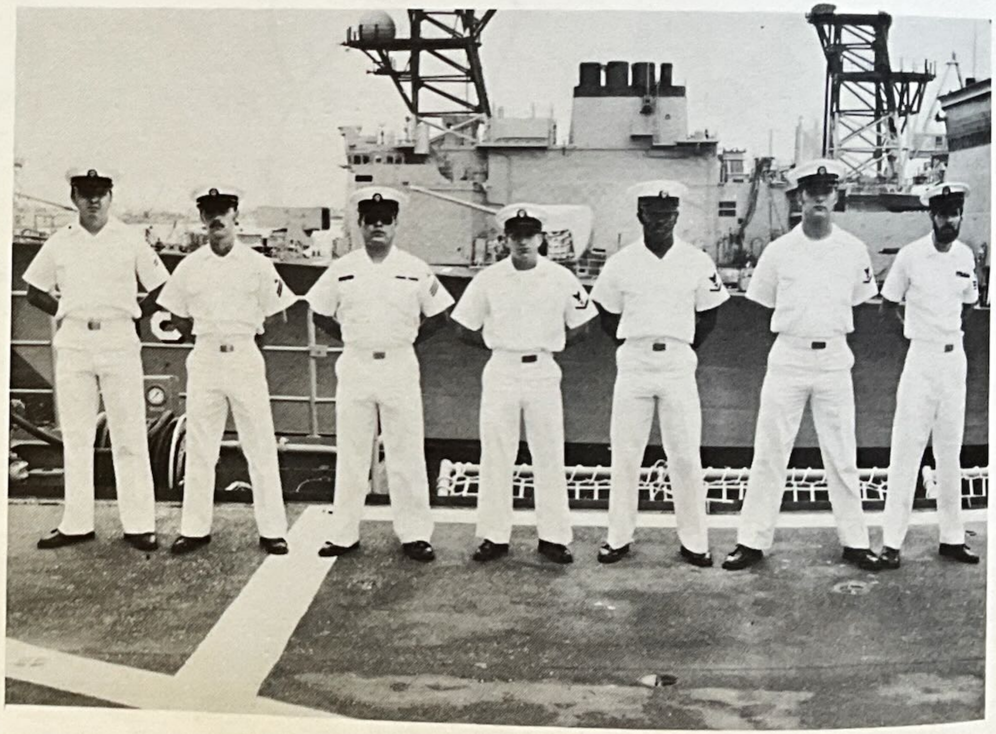


ROW 1: ET1 John Larribeau, ET2 Peter Berghold, ET3 Wes Busdiecker, ET2 James Fausett
ROW 2: DS1 Russell Rahe, DS3 Chuck Gassman, DS3 Chester Taylor, DS3 John Gronert, DS3 Fred Egan
Not Pictured: ET2 Clifton Baker, ET2 Richard Lara, ET2 Timothy Ward

CG DIVISION

GUNNERY OFFICER
ENS Scot Dahl

CG Division is composed of two ratings. The Gunner's Mates are responsible for maintaining and operating the ship's two five inch guns, as well as the magazines and small arms. The Fire Control Technicians maintain and operate the consoles, radars and computer system of the gun fire control system.



ROW 1: GMGSA Donald Burke, GMGSA James Hawkins, GMMSA Albert Puente, FTG3 Daniel Michaels, FTG3 Artis Green, FTG3 Michael Hopper, GMG1 John Bicknell

GMGC Harold Wheeler

FTGC Robert Udd

MP DIVISION

MAIN PROPULSION
ASSISTANT
LTJG Scott Murray

ELECTRICAL
MECHANICAL

The Gas Turbine Specialists of MP Division are responsible for maintaining and operating both the electrical and mechanical side of the ship's gas turbine propulsion plant.

ROW 1: FA Bruce Neely, GSE3 Mark Whitehead, GSE3 Cleofas Ombina, GSM2 Gregory Ramsey, GSM3 Lars Colin, GSM3 Don Sabol, GSM3 George Smith
ROW 2: EM2 Al Zeltman, FA Kevin Sims, GSMFN Michael Langford, GSM3 Robert Peltzer, GSE1 Hindreth Craig, FR Ken Collins, GSM3 Eric Callahan, GSE2 Gary Chenevert
Not Pictured: GSM1 John Johnson, FR Peter Hulsey, GSM1 James Groff, FR Kevin Sanders, GSM3 Alfred Damato

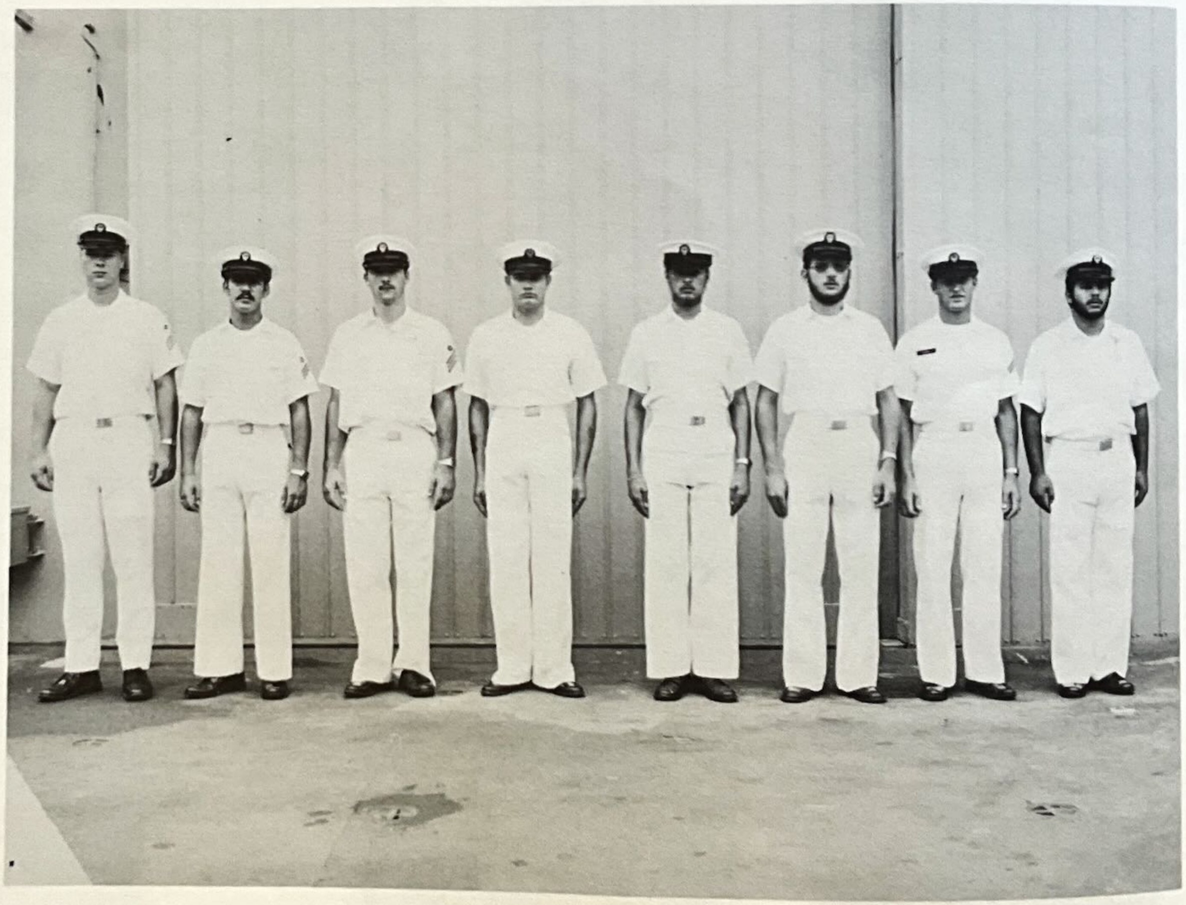
GSMC John Morgan

GSMC David Warren

A DIVISION

AUXILIARY OFFICER
ENS Darrell Stoll

The Enginemen of A Division are responsible for maintaining those systems that provide heat, fresh water, air conditioning, refrigeration, and other life support and auxiliary services.



ROW 1: ENFN Gordon Webster, ENFN Edward Aiello, ENFN Sean Belmont, ENFA Richard Crawford, ENFA Jerome Dube, ENFA Christopher Grondin, FA Robert Evans, FA Daniel Ramierez
Not Pictured: HT3 Anker Nielson, EN1 Reynaldo Cuenca

E DIVISION

The Electricians and Interior Communications Technicians maintain the ship's electrical power distribution system, interior communications system, the ship's entertainment equipment, and some of the navigation equipment.

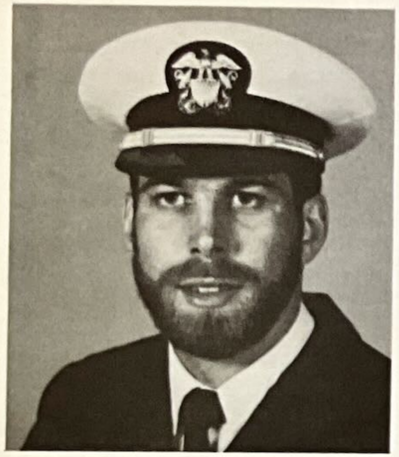
ELECTRICAL OFFICER
ENS Craig Lilly

ROW 1: IC3 Donald McClain, EM3 Michael Carriker, EM3 Manuel Lazo, FR Raulando Gloria, YNFA Danial Palmer, EMFN Joselito Dino, FR Eric Holt, FR Ray Smith

GSEC Larry Hawkes

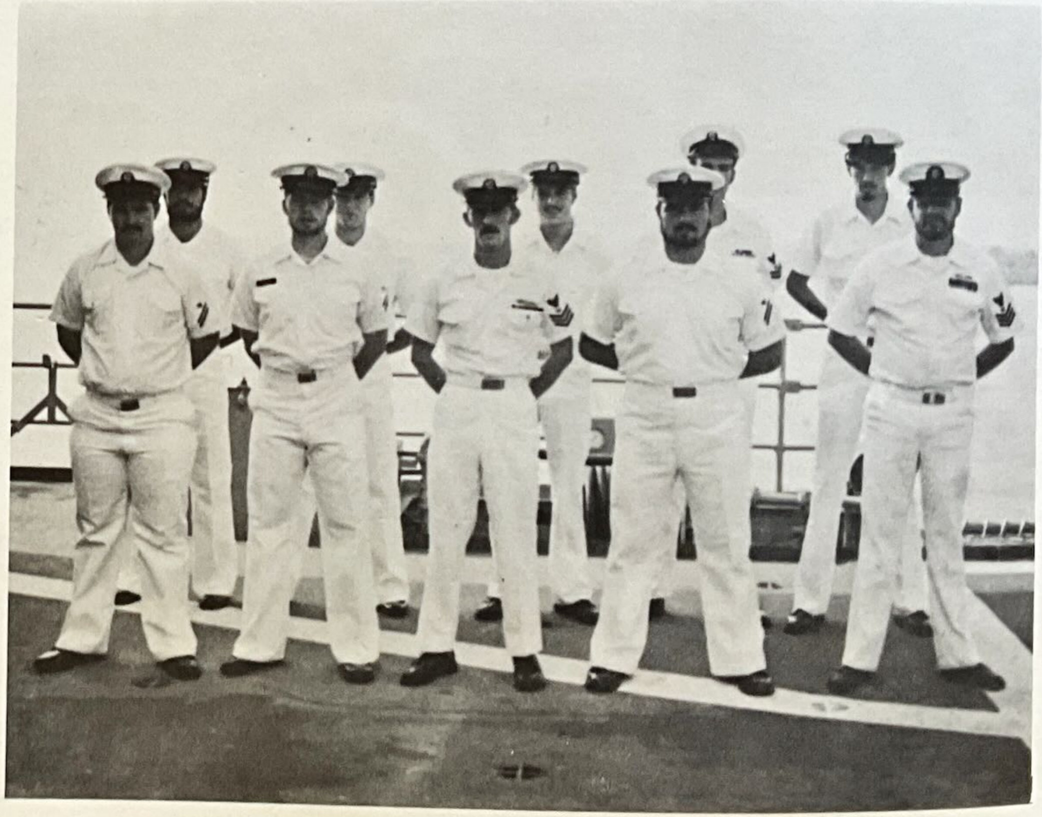
R DIVISION

The Repair Division is composed of Hull Technicians and Machinery Repairmen who are responsible for all work involving welding, sheet metal and machinery repair. They also provide shipwide training in damage control and fire fighting.



DAMAGE CONTROL ASSISTANT
ENS James Wilkins

HTCS Milton Beard

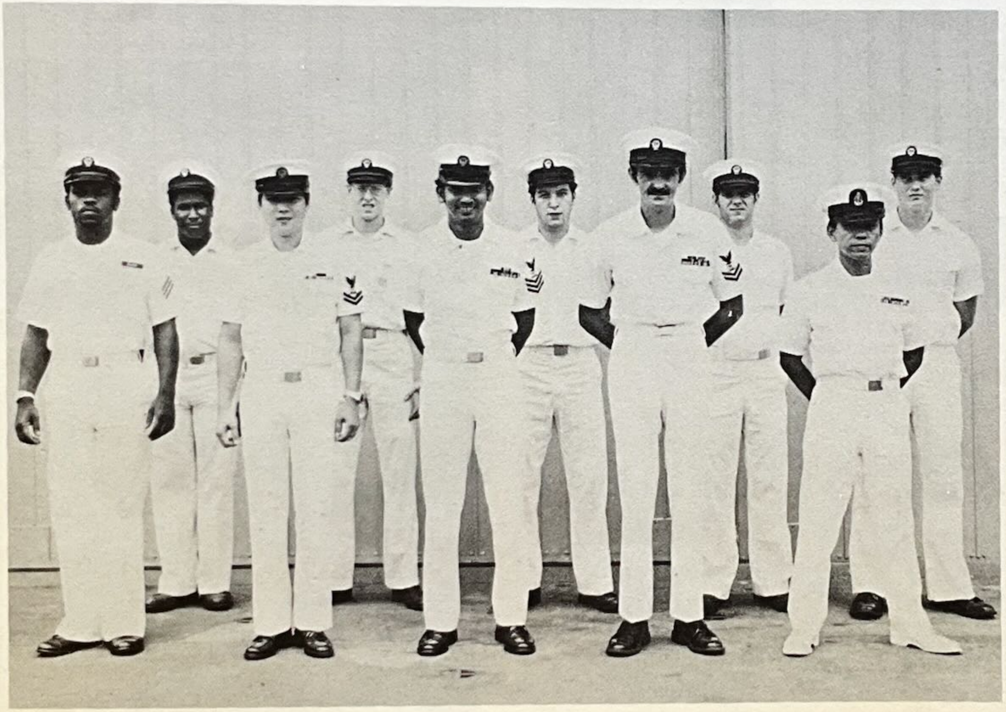


ROW 1: HTFA Kerry W. Galvin, HTFR Larry D. Holland, HT1 Michael E. Stone, HTFA Jeff W. Green, HT1 Darell G. Smith
ROW 2: HTFA Raymond K. Balai, FR Kenneth R. Collins, HTFR Lenny R. Barbor, HT2 Rodney G. Stormshak, HT2 Loren M. Valadez

SUPPLY DIVISION

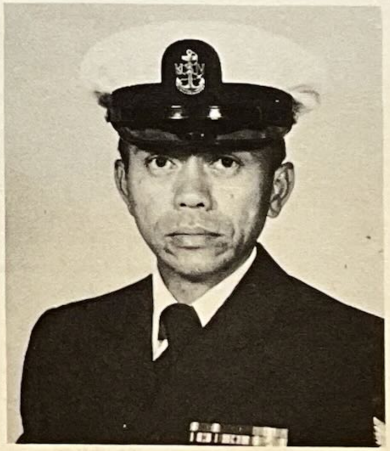
DISBURSING OFFICER
ENS Bryan Womack

The Mess Management Specialists are responsible for preparing and serving meals to the crew.

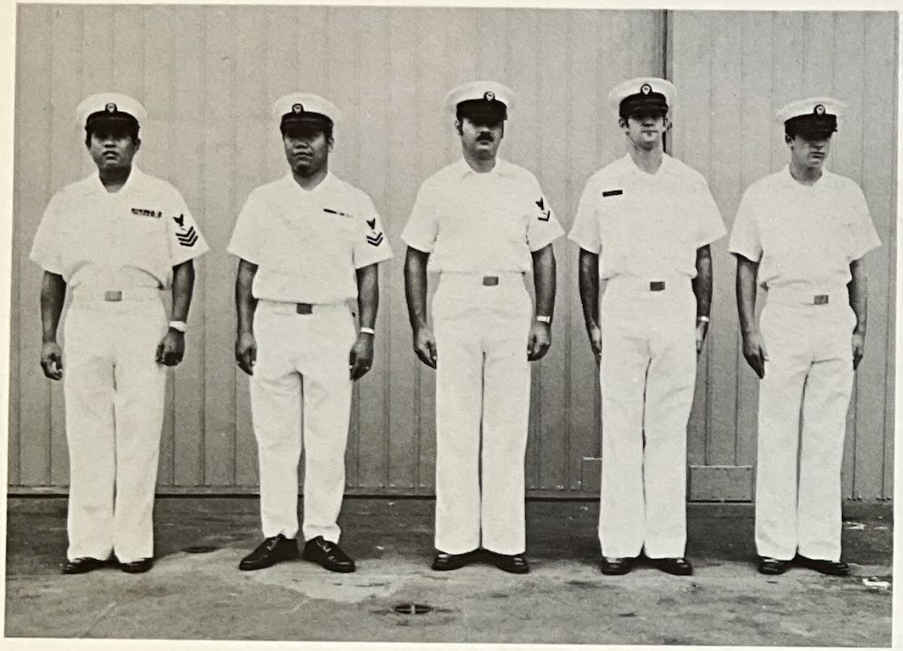


ROW 1: MSSN Paul Ellison, MS2 Rene Escudero, MS1 Rogelio Rabanal, MS2 Richard Lamontagne, MSC Aurelio Sabal
ROW 2: MSSA Vincent Wallace, MSSA Roger Horsman, MSSA Craig Staats, MSSA Douglas Keilen, MSSA Jeffrey Schmeling

SKC Hernando Santiago



MSC Aurelio Sabal



ROW 1: SH1 Warren Calapan, SH2 Victor del Corro, SH3 Randy Yeager, SHSR Michael Norton, SHSR Darren Pereida

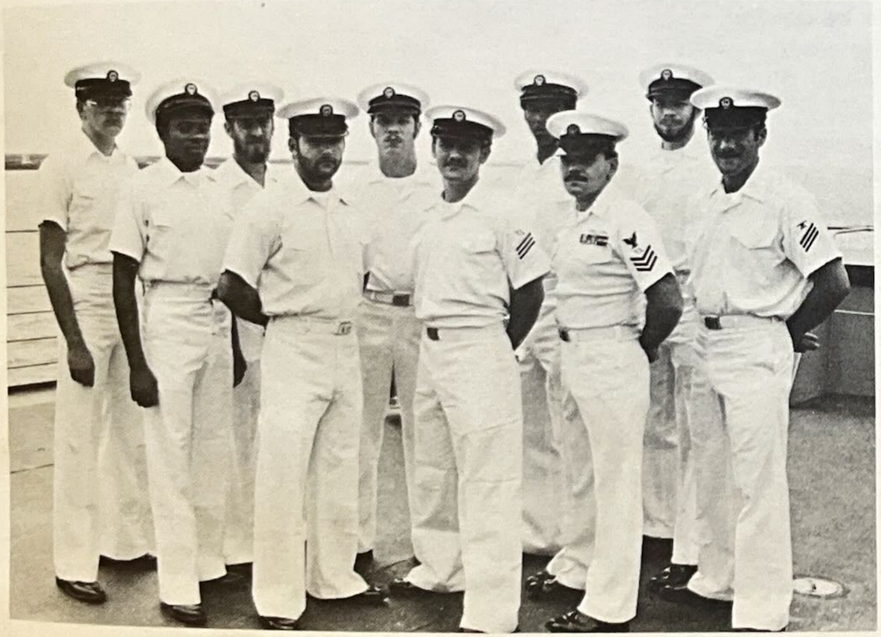
Storekeepers receive and issue all repair parts stocked aboard the ship. Disbursing Clerks maintain crew pay records.

Ship's Servicemen operate the ship's store, barber shop, laundry, and soda fountain.

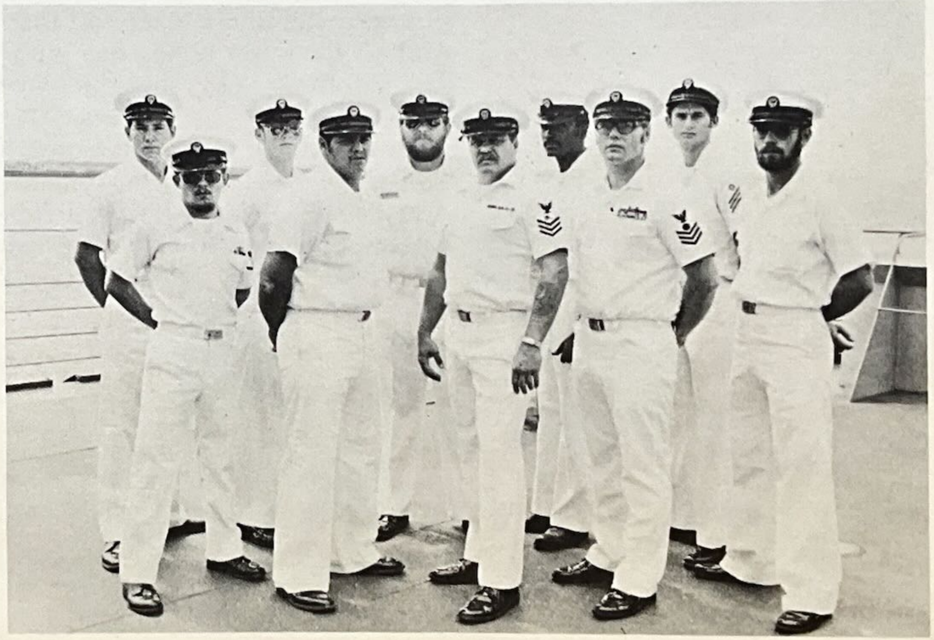
ROW 1: DK1 Exequiel Tiong, SKSR Ronald Mosley, SKSA Richard Vintayen
Not Pictured: SK3 Ralph McAfee, SK2 Rosauso Jose

OG DIVISION

The men of the "Other Guys" Division are those men who did not have their pictures taken previously because they were on watch or had not yet reported.



ROW 1: GMGSA David Cook, DKSA Larry Grider, FA Scott White, OSSN John Singleman, OS1 Michael Sharf, FTGSN Stephen Footlick
ROW 2: GSM3 Keith Stromsoe, DS3 Michael Couch, SR Perry Porter, YNSN James Taliaferro



ROW 1: ET3 Gene Smith, SA Alan Ortega, MR1 Michael Tremain, EM1 John Williams, FA Mark Deniston
ROW 2: FA Dennis Hastings, ETR3 John Nicholas, OS1 James Welch, MS3 James Byrd, ENFN Lee Reeves

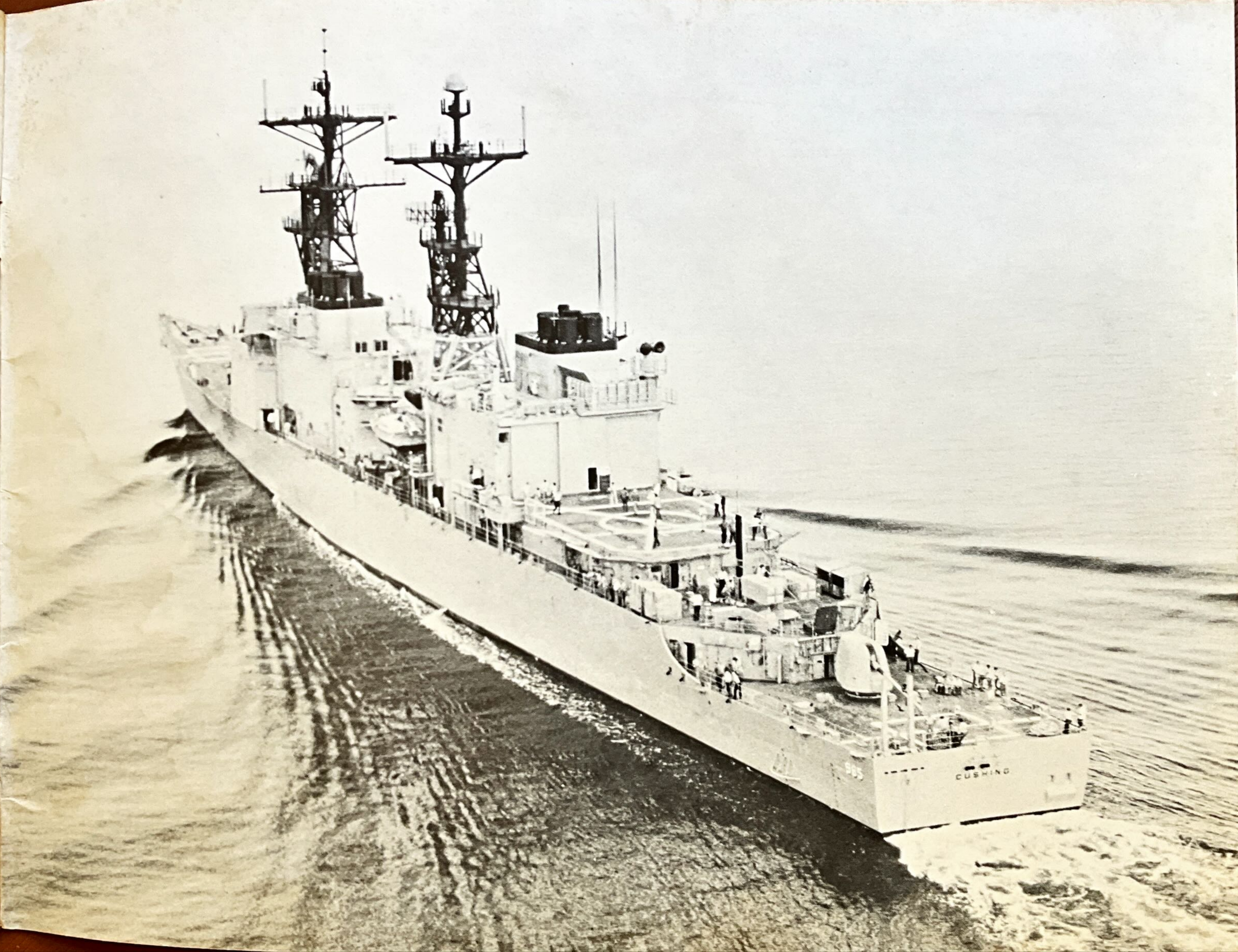
Sea Fever

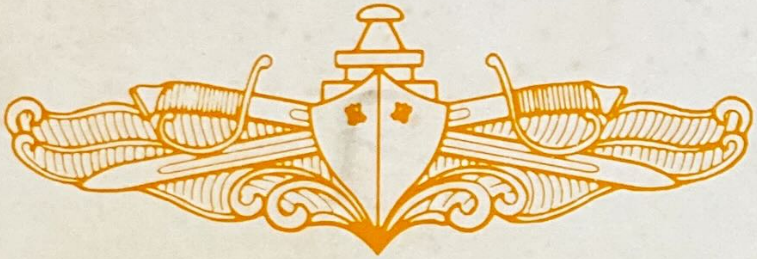
I must go down to the sea again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick, and the wind's song, and the white sails shaking,
And a grey mist on the sea's face, and a grey dawn breaking.

I must go down to the sea again, for the call of the running tide,
Is a wild call and a clear call that may not be denied,
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume and the seagulls crying.

I must go down to the sea again, to the vagrant gypsy's life,
To the gull's way, and the whale's way, where the wind's like a whetted knife,
And all I ask is a merry yarn from a laughing fellow rover,
And quiet sleep and a sweet dream when the long trick's over.

John Masefield


985
CUSHING

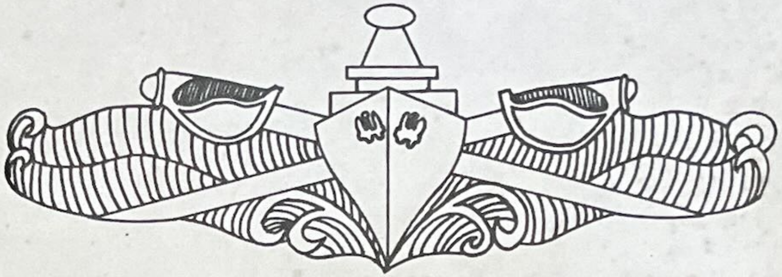


The surface warfare insignia, as shown, was developed by the Navy in order to provide the officers of the surface warfare community with tangible recognition of their accomplishments in the field of surface warfare. The symbolism incorporated in the insignia has much significance in the role that the USS CUSHING will play in today's Navy as well as for the officers who will serve onboard.

In the center of the device a bow-on view of a surface combatant symbolizes the warships serving in the United States Navy, both past and present. As the newest and most modern addition to that Navy, CUSHING carries on a proud tradition of American Seapower.

The waves on either side of the vessel represent the ancient abode of dragons. It is significant that CUSHING's primary mission is antisubmarine warfare and thus she is charged with combating modern "dragons of the deep," submarines.

The crossed swords are symbolic of the officer corps. A dedicated group of professionals who have distinguished themselves in service to their country throughout the two hundred years history of the United States Navy. The officers of CUSHING intend to carry on the proud tradition of their distinguished predecessors.



Recently, the Chief of Naval Operations approved the Enlisted Surface Warfare Specialist program, the principal objective of which is to ensure the recognition of consistently superior levels of professionalism.

The standards were developed to be rigorous, yet achievable by all ratings. These standards necessitate that the Petty Officer qualify in damage control, maintenance management, and demonstrate a working knowledge of the ship's overall mission, its engineering plant capabilities, its main battery, and its basic deck equipment, in addition to displaying superior performance within their rate.

Those Petty Officers qualified to wear the "silver cutlasses" have exhibited knowledge and skills beyond those normally required of them. The Enlisted Surface Warfare Specialist insignia is the surface force's way of identifying those exceptional Petty Officers.